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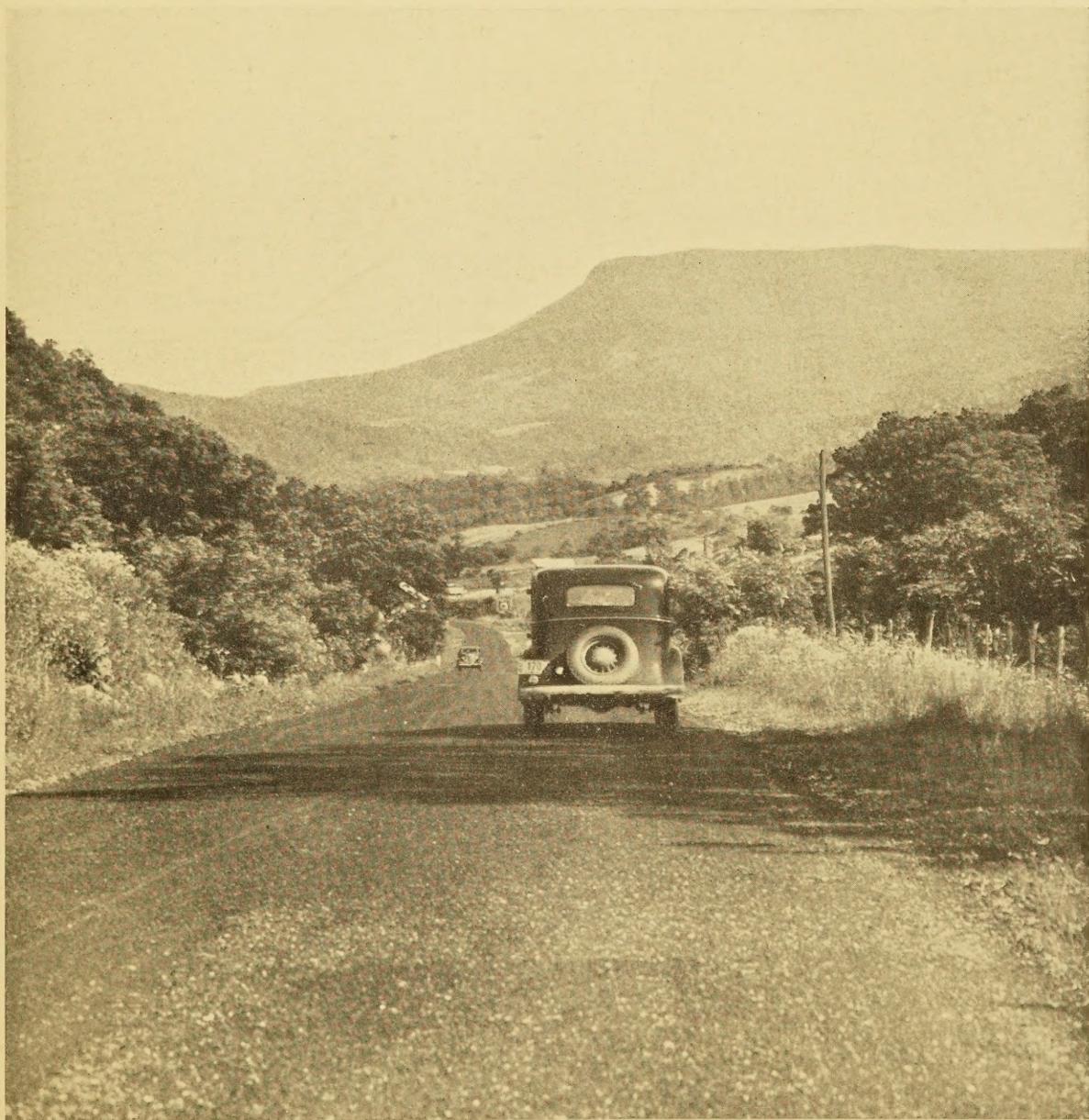
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BUREAU OF PUBLIC ROADS



VOL. 16, NO. 6



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The reports of research published in this magazine are necessarily qualified by the conditions of the tests from which the data are obtained. Whenever it is deemed possible to do so, generalizations are drawn from the results of the tests; and, unless this is done, the conclusions formulated must be considered as specifically pertinent only to described conditions.

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FURTHER STUDIES OF LIQUID ASPHALTIC ROAD MATERIALS

BY THE DIVISION OF TESTS, U. S. BUREAU OF PUBLIC ROADS

Reported by R. H. LEWIS Associate Chemist, and W. O'B. HILLMAN, Assistant Highway Engineer

IN A REPORT recently published by the Bureau of Public Roads on A Study of Some Liquid Asphaltic Materials of the Slow-Curing Type,¹ it was shown that the action of sunlight, heat, and air on these materials when exposed in relatively thin films produced residues with physical and chemical characteristics differing greatly from those of the residues developed in the usual laboratory heat tests. It was also shown that when these materials were mixed with a standard sand, molded into cylinders by the Hubbard-Field method, and subjected to the same exposure conditions as the thin films, they developed stability, or bonding strength that could not be attributed entirely to the loss of volatile matter.

MATERIALS STUDIED TYPICAL OF ALL CLASSES OF LIQUID ASPHALTIC MATERIALS FROM PRINCIPAL PRODUCING AREAS

The materials used in the earlier investigation were slow-curing liquid asphalts. They were the products of 10 refineries located in the far and middle West. In further studies conducted in 1933, that are the subject of this report, 32 materials typical of the slow-, medium-, and rapid-curing types of liquid asphaltic materials were used. These samples are identified in table 1 and were the products of 25 refineries located in all sections of the country and probably were made from petroleum of widely different bases and by various refining processes.

TABLE 1.—Products tested

Sample identification	Laboratory number	Type of material	Producer	Refinery	Location of refinery	Remarks
1	36626	SC-2	1	1	Oklahoma	
2	34354	SC-2	2	2	Missouri	
3	35130	SC-2	2	3	Illinois	
4	35481	SC-3	3	4	do	
5	36425	SC-3	3	5	Wyoming	
6	36045	SC-3	4	6	Arkansas	
7	36945	SC-2	5	7	do	
8	36598	SC-2	6	8	Oklahoma	
9	35195	SC-2	7	9	West Virginia	
10	35334	SC-2	8	10	Rhode Island	
11	35200	SC-1	9	11	Louisiana	
12	35396	SC-2	9	11	do	
13	36026	SC-3	9	11	do	
14	35351	SC-2	2	12	Indiana	
15	35180	SC-2	2	13	Wyoming	
16	35181	SC-2	2	14	do	
17	35103	SC-2	10	15	Indiana	Included in 1932 exposure.
18	35367	SC-2	10	16	Illinois	do.
19	34322	SC-2	11	17	do	do.
20	36089	SC-2	12	18	California	do.
21	39161	SC-2	13	19	do	Steam-reduced California residual oil.
22	39162	SC-3	13	19	do	
23	39068	SC-2	7	20	South Carolina	
24	34285	RC-2	14	21	New Jersey	
25	36762	RC-2	3	22	do	
26	35345	RC-2	2	12	Indiana	
27	35352	MC-1	2	12	do	
28	35247	RC-2	7	23	Maryland	
29	36771	RC-2	15	24	do	
30	33607	MC-2	16	25	Wyoming	
31	32916	MC-2	2	13	do	
32	32622	MC-2	13	19	California	

¹ Furol viscosity was below specification limit.

² Furol viscosity was above specification limit.

³ Penetration of distillation residue was below specification limit.

¹ R. H. Lewis and W. O'B. Hillman, PUBLIC ROADS, June 1934, vol. 15, no. 4.

As shown in table 1, 23 of the materials were of the slow-curing type, of which 4 samples were tested in 1932 and were included in this study for comparative purposes. Four were of the medium-curing type and five were rapid-curing products. They met the provisional specifications, as given in table 2, of the Bureau of Public Roads and the Asphalt Institute, except as noted in table 1. Samples 21 and 22 were the only slow-curing products for which there was any definite information as to origin or method of manufacture. Both of these materials were steam-reduced California residuals without subsequent blending. All of the rapid-curing products were prepared from 85-100 penetration asphalt and solvent naphtha. The composition of sample 27 was unknown but the other medium-curing products, samples 30, 31, and 32, were, respectively, 110-120 penetration asphalt, 94+ asphaltic road oil, and 100-120 penetration asphalt fluxed with a heavy grade of kerosene. These three medium-curing materials, although subjected to all of the laboratory tests, were exposed only under special conditions that are described later in this report.

TABLE 2.—Specification requirements for grades of liquid asphaltic road materials investigated

	SC-1	SC-2	SC-3	MC-1	MC-2	RC-2
Flash point, °F	150+	200+	200+	-----	150+	80+
Furol viscosity at 77° F., seconds	20-150	-----	-----	40-150	-----	-----
Furol viscosity at 122° F., seconds	-----	200-320	-----	-----	-----	200-400
Furol viscosity at 140° F., seconds	-----	-----	150-300	-----	150-250	-----
Total distillate to 437° F., percent by volume	-----	2-	2-	10-	2-	10+
Total distillate to 600° F., percent by volume	-----	15-	10-	25+	10-20	20+
Total distillate to 680° F., percent by volume	50-	25-	20-	50-	27-	35-
Tests on distillation residue:						
Float at 122° F., seconds	50-	25+	25+	-----	-----	-----
Penetration at 77° F.	-----	-----	-----	70-300	100-300	60-120
Ductility at 77° F., centimeters	-----	-----	-----	60+	60+	60+
Soluble in CS ₂ , percent	99.0+	99.0+	99.0+	99.5+	99.5+	99.5+

The test procedure followed that of the 1932 study except that the fixed-carbon test was omitted as the changes in inherent characteristics that occurred under laboratory and exposure conditions appeared to be more strikingly illustrated by the test for solubility in 86° B. naphtha. Two new tests were added. The Oliensis test² for heterogeneity was made on the original materials and on all of the residues, except those from the 50-gram oven-loss test and the 10-week exposure test, and the original materials were examined microscopically. The results of the tests on the original materials are given in table 3 and a detailed analysis of the residues obtained in the routine laboratory tests is given in table 4.

² A qualitative test for determining the degree of heterogeneity of asphalts. G. L. Oliensis, Proc. A. S. T. M., vol. 33, pp. 715-728.

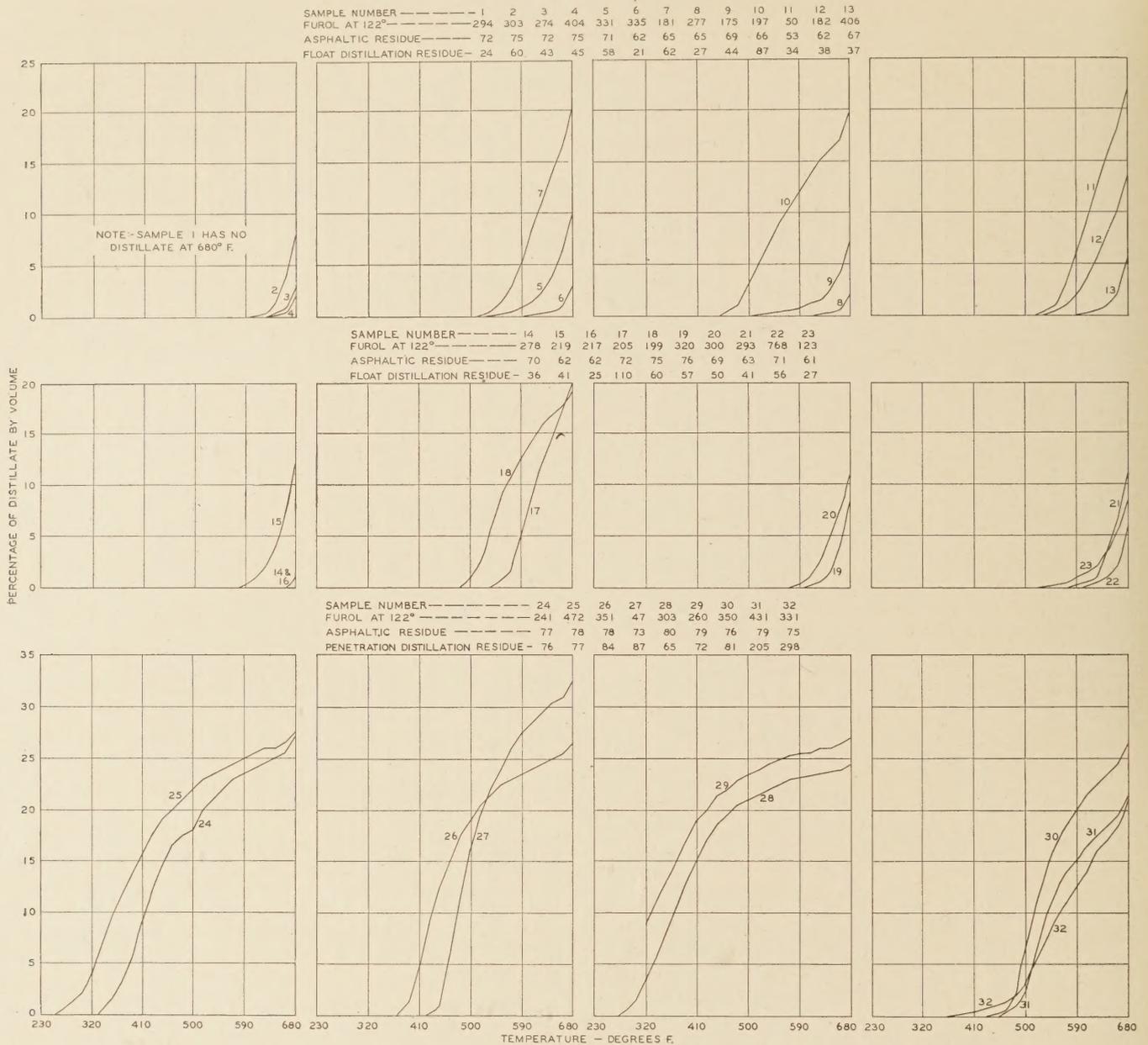


FIGURE 1.—RELATION OF PERCENTAGE OF DISTILLATE BY VOLUME TO DISTILLING TEMPERATURE.

them in the 2 to 1 and 6 to 1 dilutions. This indicates that the insoluble matter was already flocculated and that carbon tetrachloride, in the quantities used, did not precipitate carbonaceous flecks in those materials not containing them when undiluted. Recently a sample was tested that contained flecks when undiluted that disappeared on dilution with carbon tetrachloride; and another sample that was practically clear when undiluted contained flecks when diluted. In the first case, the poor solvent properties of the distillate used in the material were responsible for incomplete solution of the base asphalt, that immediately went into solution with the addition of carbon tetrachloride. In the second case it was quite evident that the carbon tetrachloride acted as a flocculent. However, since 6 of the 7 samples that contained carbonaceous material had relatively high percentages of material insoluble in carbon tetrachloride, it is

probable that the flecks shown are particles of free carbon and carbones.

In conducting the exposure tests three samples of each material were placed in seamless, flat-bottom tins having a diameter of 5½ inches and a depth of five-eighths inch. Fifty cubic centimeters of material were used to obtain a uniform film or layer thickness of about one-eighth inch. The samples were then placed in exposure boxes made of wood. A plate-glass cover resting on strips of felt fastened to the edges of each box made a tight joint and excluded all dust and dirt. A current of air was passed through a wash bottle containing sulphuric acid to remove dust and eliminate moisture, and was admitted through the bottom of the boxes and escaped through slots in the sides, thus serving to carry off the vapors formed. The slots were protected from rain by thin boards extending from the top of the box downward at an

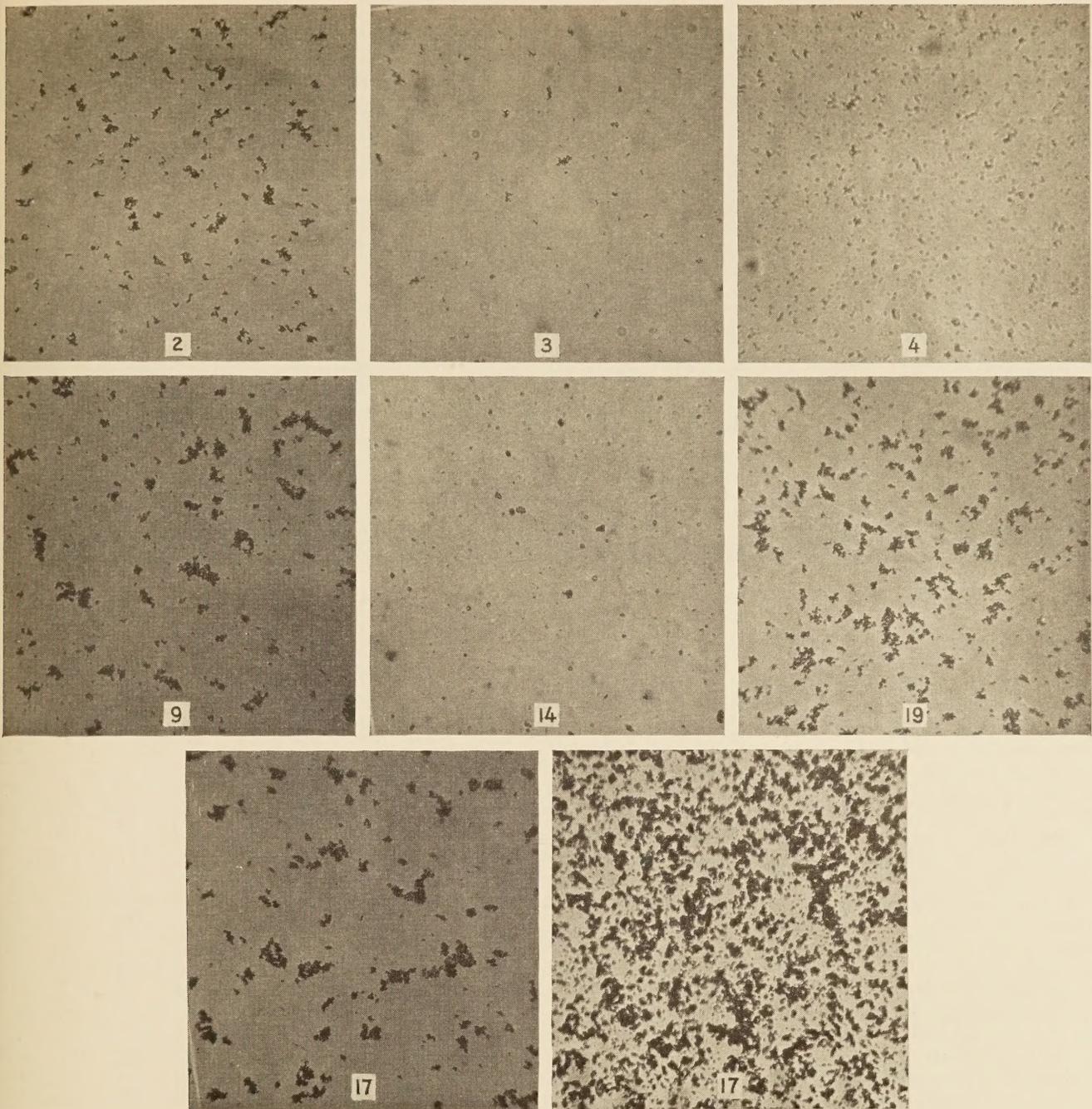


FIGURE 2.—PHOTOMICROGRAPHS OF MATERIALS CONTAINING CARBONACEOUS MATTER (MAGNIFIED 200 TIMES). THE LOWER TWO ILLUSTRATIONS SHOW RESULTS OBTAINED WITH SAMPLE 17; IN THE ONE ON THE LEFT THE MATERIAL WAS DILUTED WITH CARBON TETRACHLORIDE AND THE ONE ON THE RIGHT SHOWS UNDILUTED MATERIAL.

angle of about 45° . Cotton batting inserted in the slots excluded dust. A thermometer in each box provided a means of determining the temperature. The assembly of the boxes is shown in figure 3.

DIFFERENCES FOUND BETWEEN SLOW-CURING AND CUT-BACK PRODUCTS AFTER EXPOSURE

The samples were placed in the boxes on June 15, 1933, and were weighed periodically to determine the loss in weight. A complete set of samples was removed and tested at the end of 5 weeks, another set at 10 weeks, and the last set at 15 weeks. The temperature of the boxes was dependent entirely upon the radiant

heat of the sun and varied with the amount of sunshine. On clear days the temperature was extremely high, the maximum recorded being 196°F ., but on days with no sunshine the temperature in the boxes was the same as that of the air. During the period of exposure the average maximum daily air temperature was 85°F . The samples exposed for 5 weeks were subjected to 333 hours of sunlight and those exposed for 10 and 15 weeks were subjected to 611 and 866 hours of sunlight, respectively. The percentage of loss at different periods of exposure is given in table 5 and the results of tests on the residues are given in table 6. Photographs of typical surfaces at the end of 15 weeks are shown in figure 4.

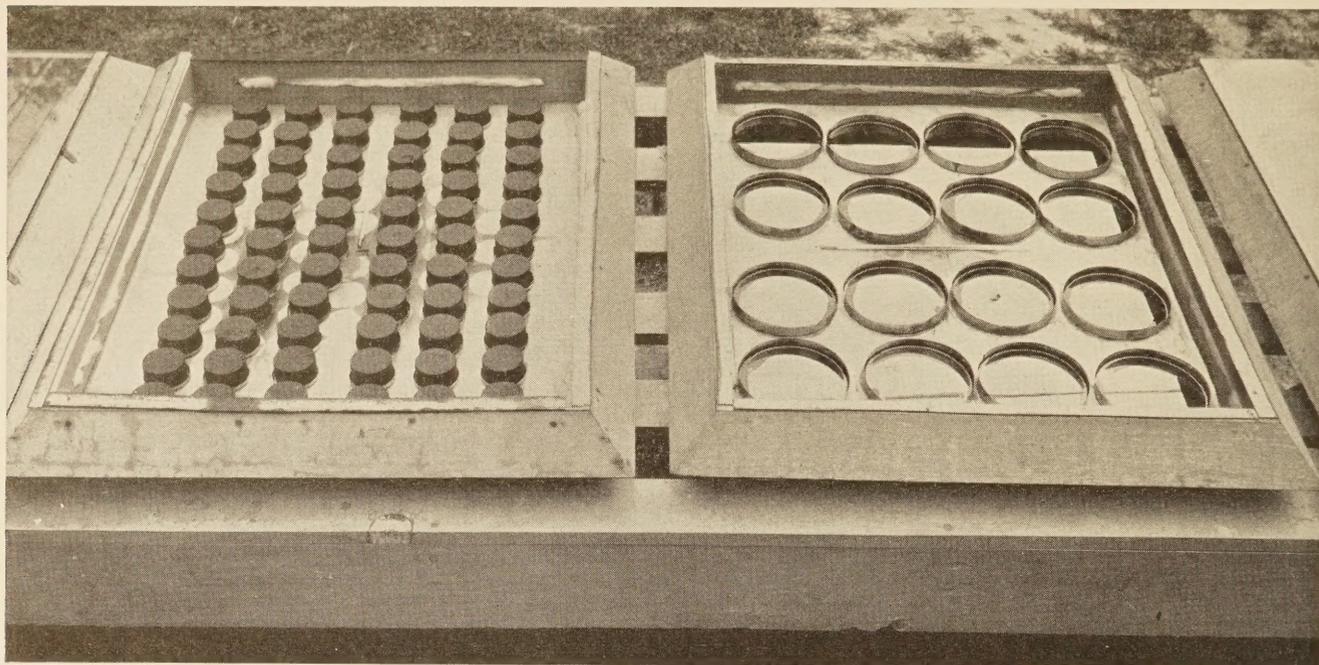


FIGURE 3.—STABILITY SPECIMENS AND THIN FILMS OF MATERIAL EXPOSED TO SUNLIGHT.

While the majority of the materials progressively lost weight during the period of exposure, a number of them actually gained at first, although they later lost more than the amounts gained. An exception to this was sample 1, which had gained 3.6 percent at the end of 8 days and at the end of 15 weeks still showed a slight gain. The samples exposed for 15 weeks were used in determining the loss at 2, 8, 15, 22, 50, and 105 days, while the percentage of loss given for the 35- and 70-day exposures was based on samples used for test at the end of 5 and 10 weeks, respectively. This was done to eliminate errors in calculating the results of subsequent tests made upon the respective residues and accounts for slight variations that may appear to indicate gains instead of losses.

As was expected, the cut-back products lost weight very rapidly. At the end of 2 days they had lost from 86 to 92 percent of their maximum loss with an average of 89 percent, and at the end of 35 days they had lost from 97 to 100 percent with an average of 99 percent. For the slow-curing products the rate of loss was much less, but was considerably more variable. In 2 days those samples that had undergone a loss had lost from 3 to 60 percent of their maximum loss with an average of 35 percent. In 15 days they had lost from 16 to 84 percent with an average of 50 percent, in 35 days from 63 to 100 percent with an average of 82 percent, and in 70 days from 74 to 100 percent with an average of 89 percent. Some idea of the relative speed of curing or volatility of the two types of material may be obtained by comparing their losses under these exposure conditions. The slow-curing materials took 70 days to lose an average of 89 percent of their volatile matter, while the cut-back materials underwent the same percentage loss in 2 days.

LOSS IN DISTILLATION TEST MOST NEARLY APPROXIMATED LOSS IN 15 WEEKS' EXPOSURE FOR ALL TYPES OF MATERIALS

Figure 5 shows the relation between the percentage of loss upon exposure and loss in the distillation test,

TABLE 5.—Loss in thin film exposure

Sample identification	Loss on exposure for—							
	2 days	8 days	15 days	22 days	35 days	50 days	70 days	105 days
	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent
1.....	-2.6	-3.6	-3.4	-3.4	-3.0	-2.7	-2.7	-0.9
2.....	1.9	4.3	5.7	7.6	9.5	10.3	10.2	12.4
3.....	-2	2.0	2.9	4.7	6.6	8.0	8.0	9.4
4.....		1.5	1.7	3.2	5.1	4.4	5.8	5.8
5.....	2.6	5.4	6.5	8.2	9.5	9.8	9.9	11.5
6.....	-3	1.2	2.0	4.1	5.1	6.1	8.5	8.2
7.....	7.8	12.9	14.6	17.7	20.2	20.0	21.0	21.5
8.....	-1.8				2.3		1.8	2.0
9.....	3	2.4	4.0	5.3	8.1	8.2	9.6	10.7
10.....	11.0	14.4	14.5	15.7	16.4	16.7	16.8	17.3
11.....	7.8	14.7	16.4	18.2	20.4	21.0	21.6	22.3
12.....	4.6	8.9	9.4	11.8	13.7	13.4	13.8	15.2
13.....	4	2.6	4.3	6.1	7.3	10.1	8.5	9.8
14.....	-1.3	2	1.3	3.4	5.2	6.9	6.0	8.1
15.....	1.9	5.5	6.9	8.4	9.3	12.1	10.6	13.3
16.....	-3.5	-1.5	-1.0	1.8	4.6	5.7	5.7	6.7
17.....	8.6	12.6	14.4	15.9	18.5	18.9	18.7	19.5
18.....	11.5	15.7	16.5	17.4	18.2	19.2	17.7	19.0
19.....	1.4	5.0	6.1	8.6	10.1	12.4	12.0	13.8
20.....	2.3	6.8	7.8	9.8	11.7	12.6	11.5	13.6
21.....	-1.1	3.7	6.1	8.2	12.5	13.6	12.9	14.3
22.....	6	3.4	5.1	6.7	8.5	9.8	9.1	10.5
23.....	1.3	3.7	4.6	6.6	8.3	10.6	13.1	11.2
24.....	19.4	21.2	21.5	22.0	22.2	22.2	22.5	22.5
25.....	20.1	21.6	21.9	22.1	22.2	22.0	22.0	22.2
26.....	20.5	21.6	21.8	22.1	22.4	22.1	22.1	22.0
27.....	26.1	27.1	27.3	27.5	27.6	27.6	28.3	27.8
28.....	17.7	19.6	19.9	20.0	19.9	20.1	20.0	20.1
29.....	19.2	20.8	21.3	21.4	21.6	21.4	21.4	21.4

loss in the two oven tests, and loss in the asphaltic-residue test. Figure 5 indicates that for the slow-curing products the loss in 15 weeks' exposure was about 2½ times as great as that in the oven test on a 50-gram sample, about 1½ times as great as that in the oven test on a 20-gram sample, and about the same as the loss in the distillation test. No relationship was apparent between the loss in the exposure and asphaltic-residue tests. The loss in the latter test was, however, invariably greater, ranging from 1½ to 14 times the loss occurring in 15 weeks' exposure with an average of 2½ times this loss. For the cut-back products the loss in all tests was approximately the same. In all the materials studied, both in 1932 and 1933, the total loss in

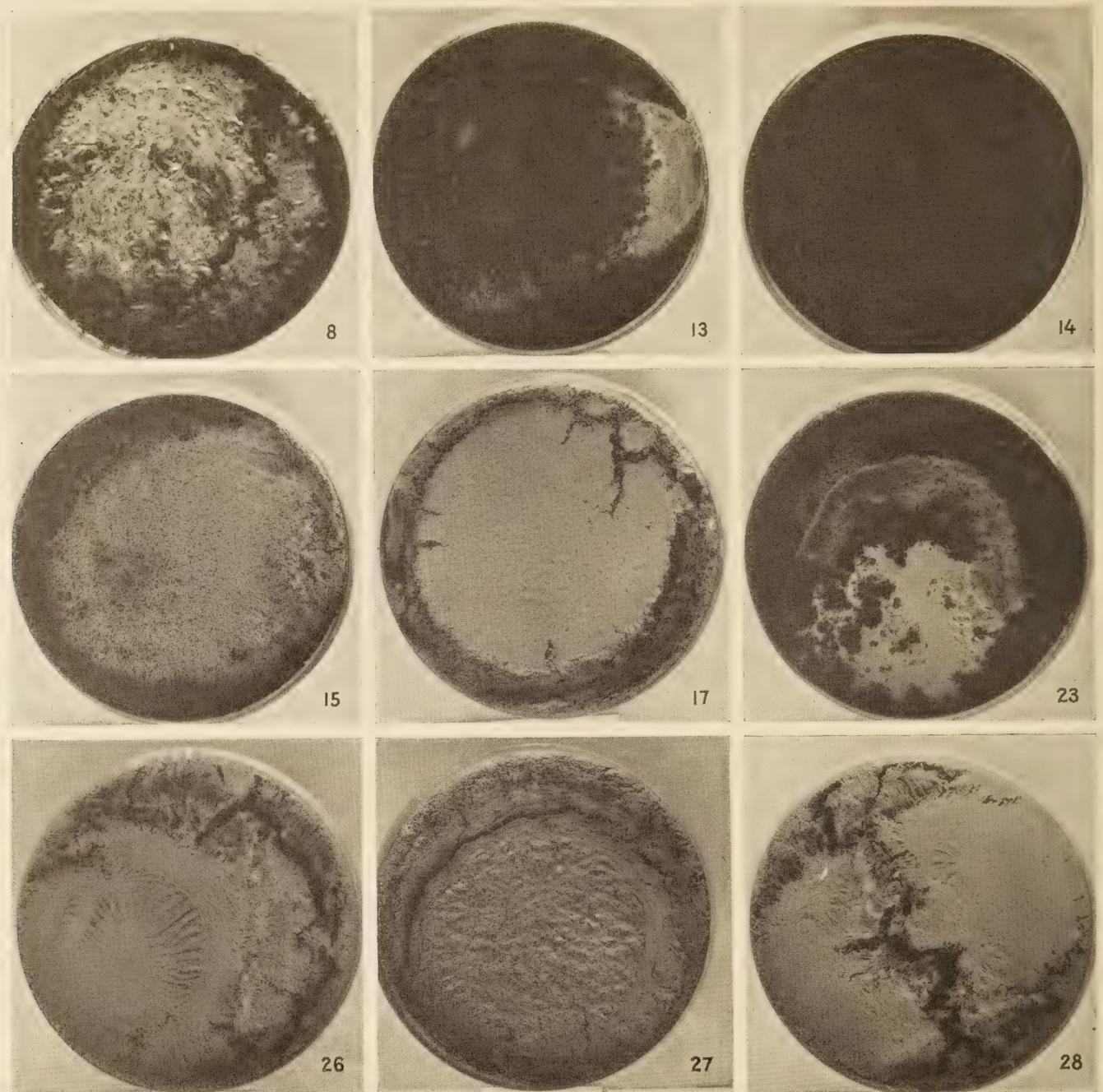


FIGURE 4.—CONDITION OF SURFACES AFTER 15 WEEKS OF EXPOSURE.

weeks that were as hard as or harder than their asphaltic residues of 100 penetration. It seems that it is impossible to predict, from the results of any of the laboratory tests, the consistency of the residues after exposure. Generally, however, those materials that took a long time to be reduced to 100 penetration in the asphaltic-residue test and those whose residues from the distillation and oven tests had a low float-test value were the softest or most fluid at the end of 15 weeks.

ASPHALTIC RESIDUES DIFFERED IN CERTAIN RESPECTS FROM RESIDUES AFTER EXPOSURE OF ABOUT THE SAME PENETRATION

A comparison of the residues after exposure and asphaltic residues is of interest. All but 5 of the asphaltic residues had ductilities at 77° F. of more than 110 cen-

timeters and 15 had ductilities at 34°–35° F. of 3½ centimeters or more. After 15 weeks' exposure only 7 products had ductilities at 77° F. over 50 and only 4 over 110. Only 6 had ductilities at 34°–35° F. over 3½. These differences in ductilities may, in a number of instances, have been caused by differences in the consistencies of the residues after exposure and asphaltic residues.

However, in some cases one of the residues from exposure had approximately the same penetration as the asphaltic residue and the laboratory residues and residues after exposure may be compared directly. Table 7 shows the results of tests on both such residues and indicates that the two residues from the same material, although having the same consistency, varied considerably in other respects.

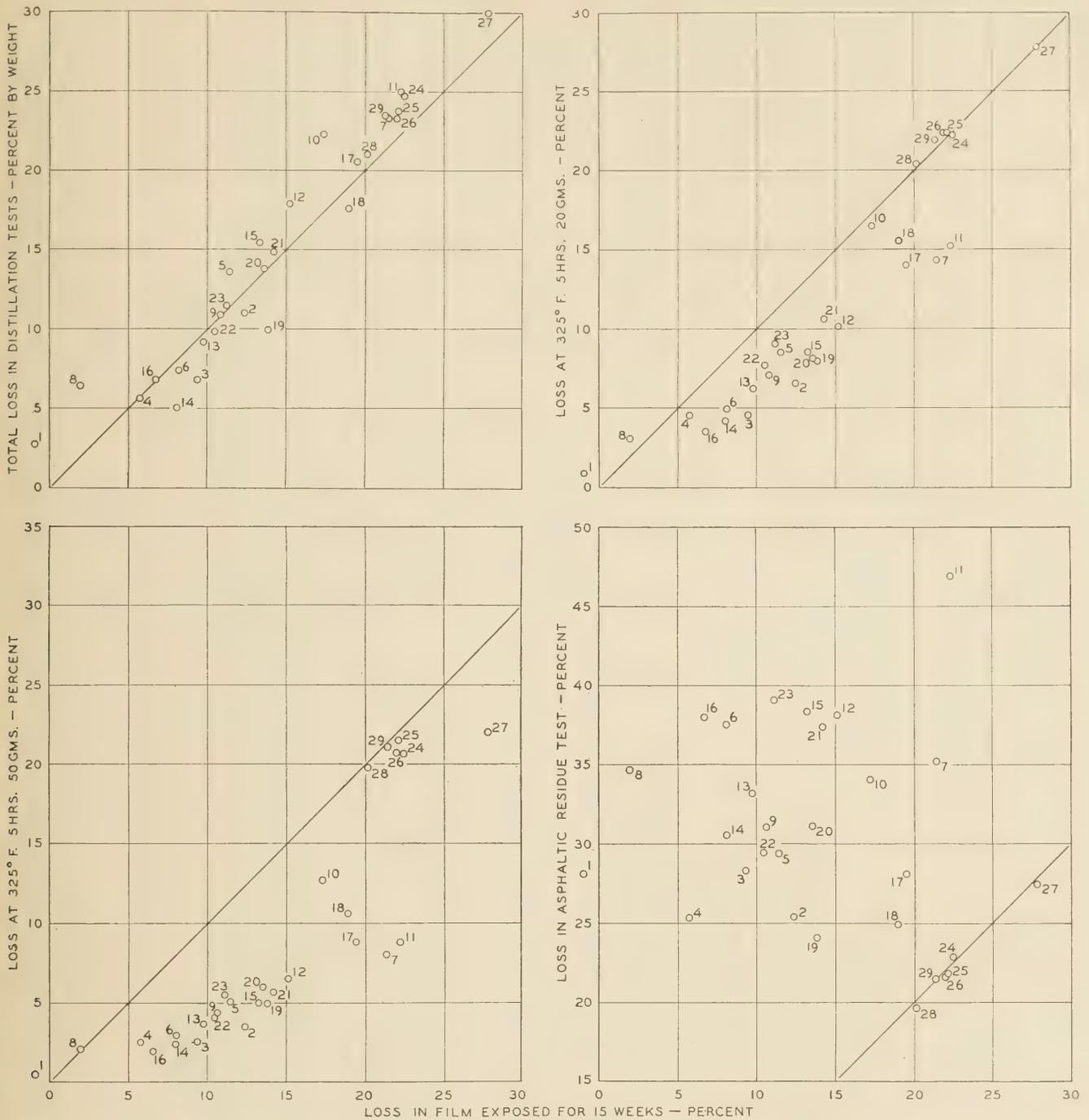


FIGURE 5.—COMPARISON OF THE PERCENTAGE OF LOSS AFTER 15 WEEKS OF EXPOSURE WITH LOSS IN THE LABORATORY EVAPORATION TESTS.

The ratio of the penetration at 77° F. to that at 32° F. was always lower for the residue from exposure. The ductility at 77° F. of the residue from exposure was less than that of the asphaltic residue in all but two cases, and for these the ductility of both residues was 110+. In five cases the ductility at 34°-35° F. of the residue from exposure was greater than that of the asphaltic residue. In every case except two the percentage of material insoluble in naphtha was greater for the residue from exposure than for the asphaltic residue. In every case where there was an appreciable amount of material insoluble in carbon tetrachloride

and carbon disulphide, the percentages were much greater for the residues from exposure.

Figure 6 shows the development of free carbon, carbonenes, and asphaltenes in laboratory and exposure tests for the samples that originally contained or finally developed carbonenes in appreciable amounts. Samples 8, 23, and 27 developed only relatively small amounts of carbonenes and the development of the insoluble constituents is shown only for sample 27. In figure 6 the volatile matter and the material insoluble in carbon disulphide, carbon tetrachloride, and 86° B. naphtha are plotted for the original materials and their residues.

TABLE 7.—Comparison of residues of approximately the same penetration from the asphaltic-residue test and from exposure

Sample identification	Asphaltic residue									Residue from exposure									Time of exposure Weeks
	Penetration		Ratio: Pen. at 77° F. Pen. at 32° F.	Softening point	Ductility, 5 cm per minute		Insoluble in 86° B. naphtha	Organic matter soluble in CCl ₄	Organic matter soluble in CS ₂	Penetration		Ratio: Pen. at 77° F. Pen. at 32° F.	Softening point	Ductility, 5 cm per minute		Insoluble in 86° B. naphtha	Organic matter soluble in CCl ₄	Organic matter soluble in CS ₂	
	At 77° F., 100 g., 5 sec.	At 32° F., 200 g., 60 sec.			At 77° F.	At 34°-35° F.				At 77° F., 100 g., 5 sec.	At 32° F., 200 g., 60 sec.			At 77° F.	At 34°-35° F.				
	° F.	Centi- meters	Centi- meters	Per- cent	Per- cent	Per- cent	° F.	Centi- meters	Centi- meters	Per- cent	Per- cent	Per- cent	Per- cent	Per- cent					
2	100	15	6.7	109	110+	0.0	35.2	2.16	0.16	86	34	2.5	108	63.0	1.5	30.2	9.23	2.74	15
4	105	15	7.0	107	110+	.0	32.5	1.50	.16	62	22	2.8	127	5.0	.0	31.3	11.29	4.46	10
5	107	18	5.9	108	110+	.0	25.5	1.62	.19	112	33	3.4	134	4.3	.0	29.3	7.41	2.46	10
7	105	28	3.8	113	110+	4.5	24.2	.12	-----	97	37	2.6	118	87.0	3.8	30.5	-----	-----	10
10	106	35	3.0	117	98	6.0	25.6	.12	-----	95	53	1.8	129	10.0	3.5	29.4	-----	-----	10
11	84	21	4.0	113	110+	.1	21.1	.03	-----	73	35	2.1	121	17.0	1.5	29.3	-----	-----	10
13	93	27	3.4	115	110+	1.0	22.7	.09	-----	89	39	2.3	119	40.0	3.5	27.3	-----	-----	10
14	93	13	7.2	110	110+	.0	31.1	.72	.16	80	21	3.8	112	97.0	.0	33.4	8.61	3.07	10
15	103	25	4.1	115	110+	4.5	23.1	.03	-----	105	47	2.2	117	53.0	3.5	30.3	-----	-----	10
18	88	27	3.3	120	110+	4.8	18.5	.15	-----	93	28	3.3	116	110+	4.3	18.8	.10	-----	15
20	102	21	4.9	114	110+	.8	19.5	.04	-----	84	28	3.0	120	72.0	3.0	27.2	.09	-----	15
22	113	23	4.9	109	110+	.0	14.5	.05	-----	112	28	4.0	111	110+	5.0	24.2	.10	-----	15

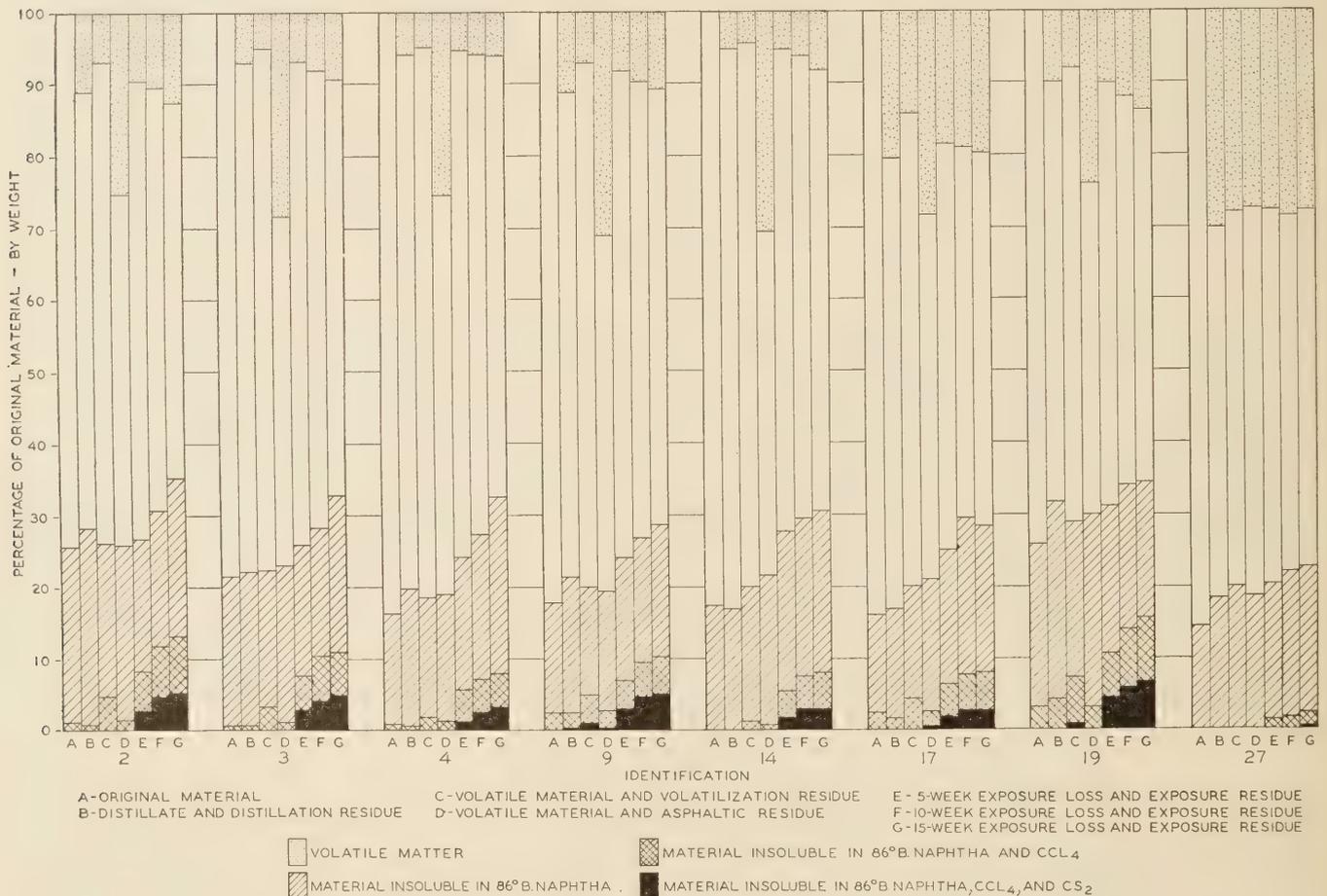


FIGURE 6.—COMPOSITION OF SELECTED MATERIALS AND THEIR RESIDUES AS DETERMINED BY SOLUBILITY TESTS.

All percentages are expressed in terms of the weight of the original material.

The solid portion in each vertical column represents free carbon or material insoluble in carbon disulphide. The remainder represents bitumen or material soluble in carbon disulphide. The double cross-hatched portion represents carbenes or bitumen insoluble in carbon tetrachloride, and the single and double cross-hatched portions together represent asphaltenes or bitumen

insoluble in 86° B. naphtha. The remainder of the column represents material soluble in 86° B. naphtha that, in the original material, includes the more volatile hydrocarbons vaporized and lost under test conditions, as shown by the dotted area. The materials soluble in 86° B. naphtha have been termed "malthenes" by Richardson.³ This designation, however, has not been generally accepted in the United States.

³ Clifford Richardson, *The Modern Asphalt Pavement*, p. 544 (2d ed.).

As shown by figure 6, the material insoluble in naphtha included carbenes and free carbon; in fact, in the residue from 15 weeks' exposure of sample 19 the material insoluble in naphtha contained 19 percent free carbon and 27 percent carbenes. The term asphaltenes also includes carbenes. Nellensteyn⁴ has stated that asphaltenes, carbenes, and free carbon all consist of the same matter, that is, dispersed carbon in decreasing states of protection. The so-called "protective bodies" he designates as "micelles." He states that when extracted asphaltenes are heated at a temperature of 527° F. they will be changed largely to free carbon, but a normal asphaltic material can be heated at 662° F. for a long period with little production of free carbon. The reason for this is that in normal asphalts the amount of protective bodies, or micelles, is such that the decomposition of part of them influences their protective qualities only slightly. Marcusson⁵ states that the material soluble in 86° B. naphtha (malthenes) is composed essentially of oily constituents and asphaltic resins. As the time of exposure increased, the percentage of asphaltenes, carbenes, and free carbon increased while the percentage of malthenes decreased.

In the 1932 investigation only those materials that had high specific gravities and initially contained some material insoluble in carbon disulphide with appreciable amounts insoluble in carbon tetrachloride developed carbenes either in laboratory or exposure tests. In the present study some of the materials such as samples 14 and 27, that originally had high solubilities in carbon disulphide and carbon tetrachloride, developed carbenes even during some of the laboratory tests. In those materials in which carbenes and free carbon were developed, it may be considered that the amount or the protective quality of the micelles was insufficient to prevent carbonization.

All of the rapid-curing products at the end of 15 weeks had developed residues containing about 0.5 percent of material insoluble in carbon disulphide and carbon tetrachloride. For all materials the solubility

in carbon disulphide was almost the same as the solubility in carbon tetrachloride, indicating the almost complete absence of carbenes.

MATERIAL INSOLUBLE IN NAPHTHA DEVELOPED MOST UNDER EXPOSURE AND LEAST IN THE DISTILLATION TEST

In figure 6, where all the percentages are expressed in terms of the weight of the original material, if the percentage of material insoluble in naphtha in any residue is divided by the percentage of material insoluble in naphtha in the original material and multiplied by 100, the result is the index of increase in material insoluble in naphtha. An index of 100 therefore indicates no change in the amount of material insoluble in naphtha. This index for all the samples is plotted in figure 7 and shows that generally there was an increase in material insoluble in naphtha during the various tests. Generally, this index was least for the distillation test and greatest for the 15-week exposure test. In the distillation test it ranged from 88 to 129.

While inaccuracies in testing may account for indexes of less than 100 in the distillation residues, it is possible for indexes actually to be below 100. Several samples of very viscous, slow-curing asphaltic material, really semisolid asphalts, were recently subjected to the distillation test. The materials did not yield any distillate but there was considerable loss on cooling. Nevertheless, the residues were softer than the original materials and contained less material insoluble in naphtha.

In the oven-loss test on 20-gram samples the index varied from 101 to 161 and in the asphaltic residue test it varied from 96 to 302. In the case of the asphaltic residue the index was low when the time of reduction was low, and for the cut-back materials the asphaltic residue test was the least severe of all tests, although there is not much difference between this and the distillation test. The index was high when the time of reduction was high, as indicated by sample 18 which took 420 minutes to come to 100 penetration and had an index of 302, and by sample 1 which took 280 minutes and had an index of 284. The index varied from 105 to 294 for 5 weeks' exposure, from 119 to 361 for 10 weeks' exposure, and from 133 to 376 for 15 weeks' exposure. Except for four samples, the index of increase was greater for 5 weeks' exposure than for any of the laboratory tests. In the exposure tests, products originally containing the highest percentages of material insoluble in naphtha generally had the smallest indexes of increase.

OLIENSIS TEST INVESTIGATED

An interesting development in the study of asphaltic materials is the test for determining heterogeneity. This test has been called the Oliensis or spot test. The method of making the test and the interpretation of the results were outlined in a paper read before the 1933 meeting of the American Society for Testing Materials. In making this test on the original material, one part by volume of the asphaltic material was treated with 5.1 parts by volume of a special naphtha at such a temperature that solution or dispersion was complete in 6 to 8 minutes. After cooling to room temperature and adding fresh naphtha to replace any losses, a drop of the mixture was allowed to drop on a filter paper (J. H. Munktells, No. OO). The appearance of the resulting stain varied from a uniformly colored spot, in-

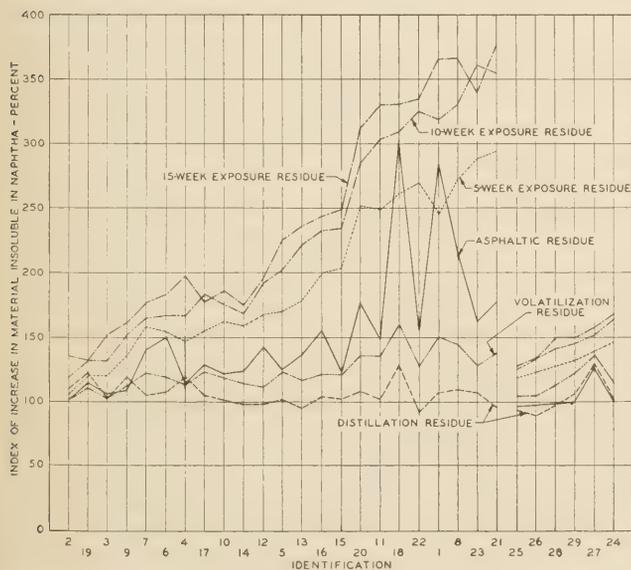


FIGURE 7.—INDEX OF INCREASE IN MATERIAL INSOLUBLE IN NAPHTHA IN THE VARIOUS RESIDUES.

⁴ Report by F. J. Nellensteyn and R. Loman, Sixth Congress, Permanent International Association of Road Congresses, first section, second question, paper 2-O.
⁵ See *Asphalts and Allied Substances* by Herbert Abraham, third edition, p. 755.

dicating complete dispersion, to stains in which the center was black and rough and surrounded by a lighter-colored ring. When an entirely uniform stain was obtained another test was made after the mixture had stood for 24 hours. The appearance of the central spot was taken as an indication of the degree of heterogeneity, and those materials that gave a uniform stain after standing 24 hours were considered as homogeneous.

The test is presumed to give an insight into the conditions of manufacture. The types of asphaltic products that should be expected to appear homogeneous are as follows:

1. Steam-refined residuals known to have been refined without serious cracking.
2. The bitumen of certain native asphalts.
3. Some types of slightly oxidized residuals from asphaltic-base crude oils.

The materials that should be expected to appear heterogeneous are:

1. Steam-refined residuals that have been overheated during the refining process.
2. Cracking-coil residuals.
3. Highly blown residuals

The test was initially developed and used to determine whether or not petroleum asphalts had been subjected to higher temperatures than usually occur in steam refining. It has been used by some States as an identification test for the control of liquid asphaltic materials. Recently the test procedure has been standardized by a group of Middle-Western States. In applying the test to slow-curing materials they state that if the material has less than 15 percent of distillate by volume at 680° F., the test may be made on the original material. For all other materials of the slow-, medium-, or rapid-curing classes the test shall be made on the distillation residue. The presence of the volatile distillate in these types of materials was thought to interfere with the sensitivity of the test. It will be noted that in the case of the slow-curing materials investigated the test may be run on 18 samples as received, since in only 5 cases was the percentage of distillate by volume at 680° F. more than 15 percent.

The identification of the character of the manufacturing process was the main object of this test, and for this purpose it should be made only on the finished products as they leave the refinery and not after they have been subjected to various laboratory heat tests. However, in order to determine if the character of the materials underwent a change during the laboratory tests and under exposure, the residue from the distillation test, the 20-gram oven-loss test, and the asphaltic-residue test, as well as the residues from the 5-week and 15-week exposures were subjected to the Oliensis test.

For the original materials 5.1 parts of naphtha by volume were mixed with 1 part of asphaltic material. For the various residues the volume of naphtha was kept constant and the weight of a unit volume of the original material minus the weight of volatile matter that occurred in producing the residue was used. Table 8 shows the ratio of naphtha to asphaltic material used for each sample. Only in the case of the asphaltic residue of sample 11 did the ratio of naphtha to asphaltic material exceed 7 to 1 by weight, the proportion that was being used by one State at the time these tests were made. It is thought that the variations in proportions of naphtha used in this work were not sufficiently wide to affect the character of the stains

TABLE 8.—Ratio of naphtha to asphaltic material in Oliensis test

Sample identification	Original material ¹ (by weight)	Distillation residue		20-gram loss residue (by weight)	Asphaltic residue (by weight)	Residue from exposure for—	
		By weight	By volume			5 weeks (by weight)	15 weeks (by weight)
1	4.10	4.21	-----	4.12	5.69	4.10	4.10
2	3.74	4.20	5.83	4.01	5.00	4.13	4.27
3	3.74	4.01	5.51	3.92	5.22	4.00	4.13
4	3.79	4.01	-----	3.96	5.07	3.99	4.02
5	3.96	4.58	6.04	4.33	5.61	4.37	4.47
6	4.06	4.38	-----	4.26	6.49	4.35	4.42
7	4.11	5.37	6.90	4.30	6.37	5.15	5.24
8	4.13	4.51	-----	4.27	6.32	4.20	4.22
9	3.83	4.29	5.86	4.11	5.55	4.16	4.28
10	4.10	5.28	6.84	4.92	6.22	4.90	4.96
11	3.91	5.22	6.94	4.61	7.35	4.91	5.03
12	4.10	4.99	6.38	4.57	6.68	4.75	4.84
13	3.91	4.31	5.68	4.17	5.86	4.21	4.33
14	3.73	3.92	-----	3.89	5.36	3.93	4.06
15	4.03	4.77	6.18	4.42	6.54	4.44	4.65
16	4.07	4.37	-----	4.22	6.56	4.26	4.37
17	3.83	4.82	6.80	4.52	5.18	4.70	4.76
18	4.13	5.02	6.42	4.95	5.52	5.07	5.10
19	3.65	4.05	5.76	3.97	4.73	4.06	4.23
20	4.12	4.78	6.05	4.53	5.95	4.65	4.76
21	4.06	4.77	6.07	4.55	6.52	4.64	4.74
22	4.05	4.48	5.70	4.38	5.76	4.42	4.52
23	3.90	4.41	5.86	4.29	6.44	4.25	4.40
24	4.06	5.40	7.40	5.22	5.27	5.22	5.24
25	4.17	5.48	7.24	5.38	5.34	5.36	5.36
26	4.16	5.44	7.14	5.36	5.31	5.37	5.34
27	3.99	5.72	7.98	5.54	5.50	5.52	5.54
28	4.14	5.24	6.90	5.20	5.15	5.17	5.18
29	4.11	5.38	7.29	5.24	5.24	5.24	5.24

¹ All original material 5.1 naphtha to 1 of sample by volume.

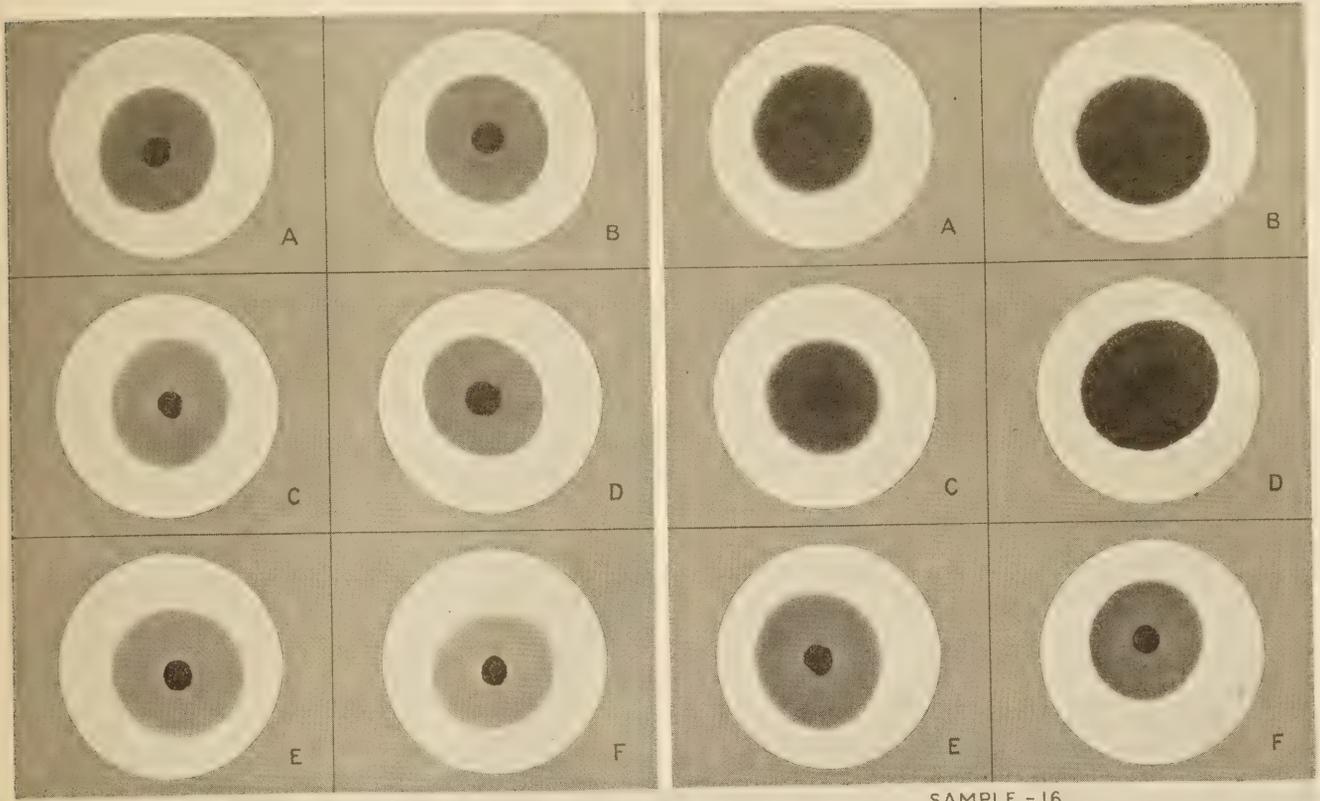
TABLE 9.—Character of original materials and residues as determined by the Oliensis test¹

Sample identification	Original material	Distillation residue	20-gram loss residue	Asphaltic residue	5-week exposure residue	15-week exposure residue
1	H	H	H	H	H	H
2	H	H	H	H	H	H
3	H	H	H	H	H	H
4	H	H	H	H	H	H
5	H	H	H	H	H	H
6	O	O	O	O	SH	H
7	SH	O	O	O	H	H
8	O	SH	SH	SH	H	H
9	H	H	H	H	H	H
10	O	SH	SH	O	H	H
11	H	H	H	H	H	H
12	O	O	SH	SH	H	H
13	H	H	H	H	H	H
14	H	H	H	H	H	H
15	O	SH	SH	SH	H	H
16	SH	SH	SH	H	H	H
17	H	H	H	H	H	H
18	SH	SH	O	O	SH	H
19	H	H	H	H	H	H
20	SH	SH	O	O	H	H
21	O	O	O	O	H	H
22	O	O	O	O	H	H
23	H	H	H	H	H	H
24	H	H	H	H	H	H
25	O	O	O	O	SH	SH
26	O	SH	SH	O	SH	SH
27	H	H	H	H	H	H
28	O	O	O	O	SH	SH
29	H	H	H	H	H	H

¹ H=Heterogeneous; O=Homogeneous; SH=Slightly heterogeneous.

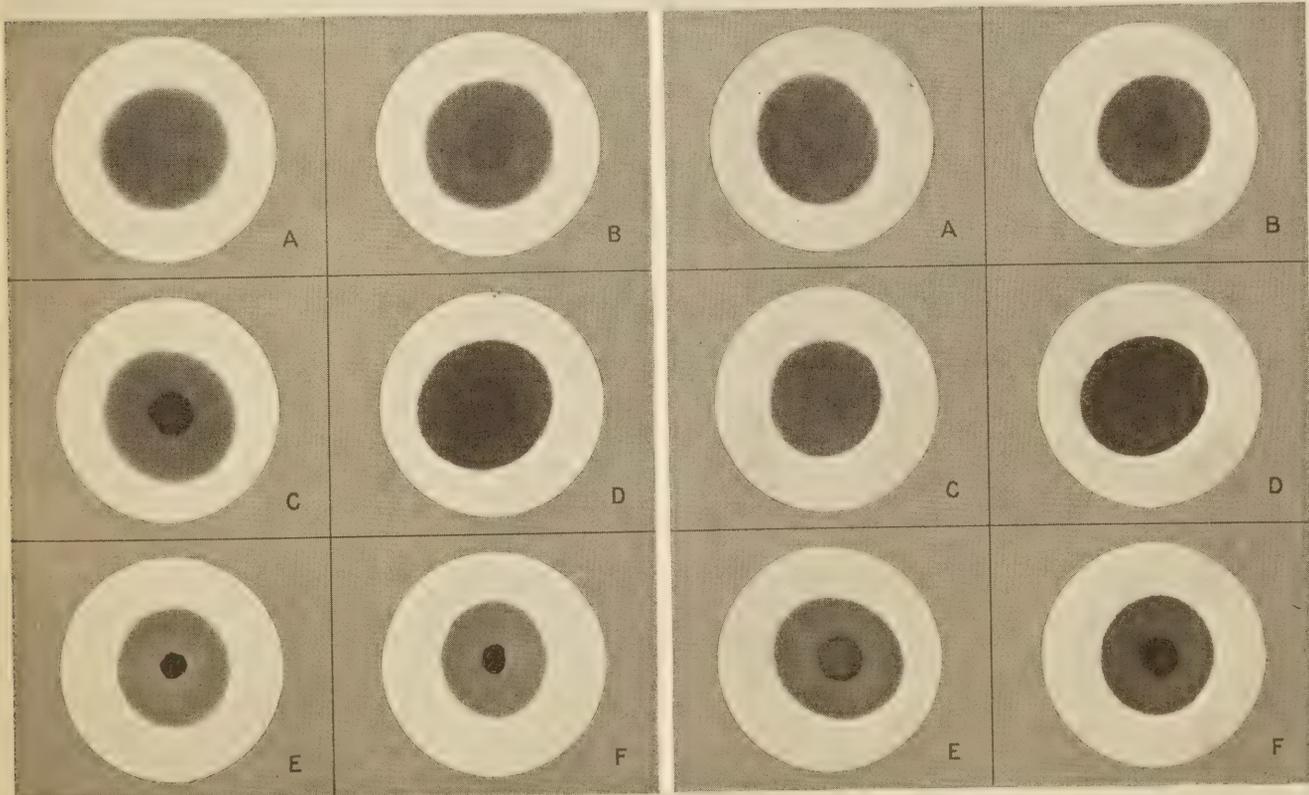
obtained. Table 9 gives a classification of the stains and figures 8, 9, and 10 show stains typical of those obtained with the various samples and their residues.

Since the results of the tests were based upon the appearance of the stain as interpreted by the observer, it is difficult if not impossible to distinguish between border-line materials or to express clearly the apparent degree of heterogeneity that may be indicated by the varying degrees of nonuniformity in the stain. The classification given in table 8 should be understood to mean that, in the judgment of the observers, the materials and their residues gave stains that appeared either entirely uniform throughout or were only slightly non-



SAMPLE - 2

SAMPLE - 16



SAMPLE - 8

SAMPLE - 18

A-ORIGINAL MATERIAL
B-DISTILLATION RESIDUE

C-20-GRAM LOSS RESIDUE
D-ASPHALTIC RESIDUE

E-RESIDUE AFTER 5 WEEKS EXPOSURE
F-RESIDUE AFTER 15 WEEKS EXPOSURE

FIGURE 8.—TYPICAL OLIENSIS STAINS.

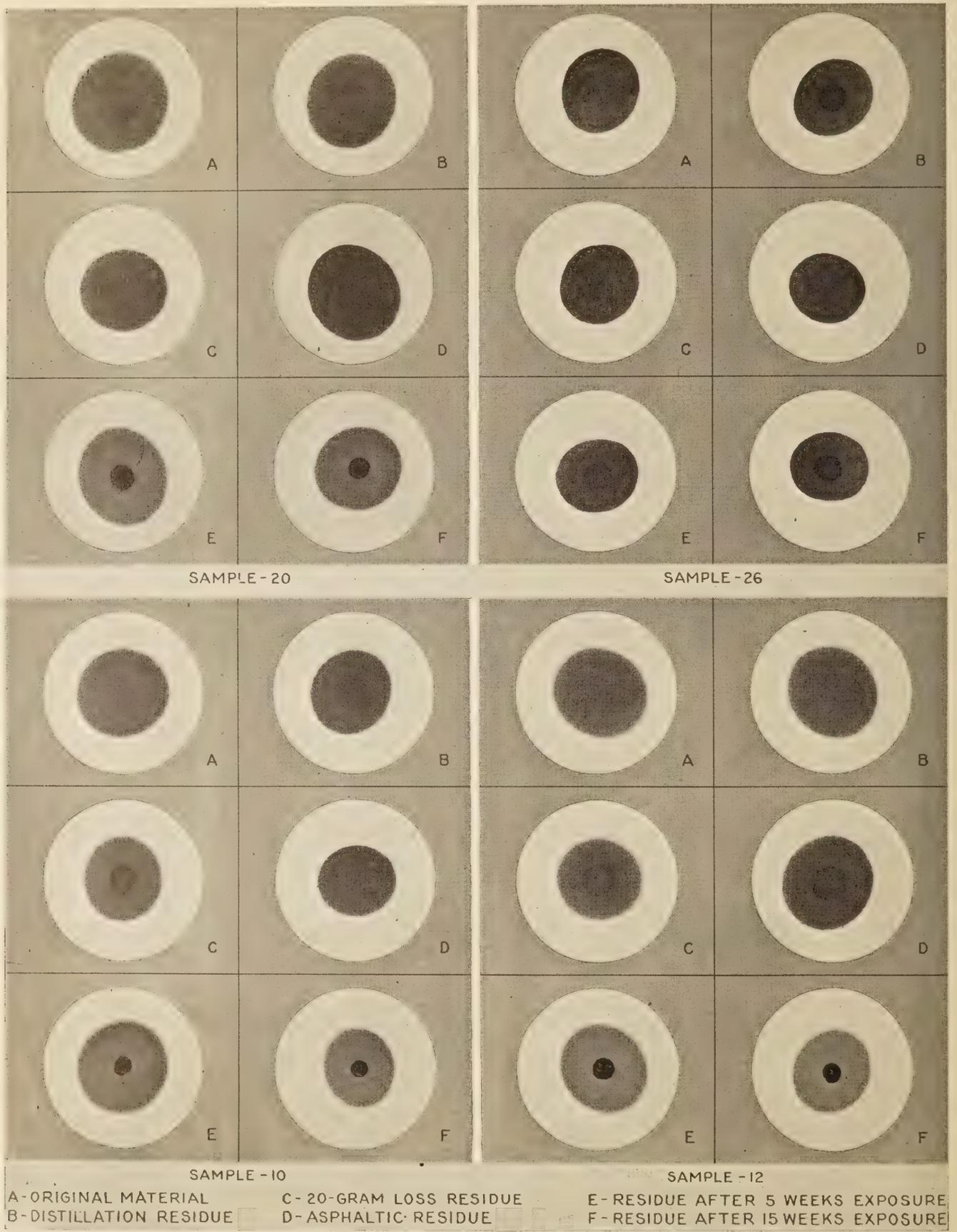


FIGURE 9.—TYPICAL OLIENSIS STAINS.

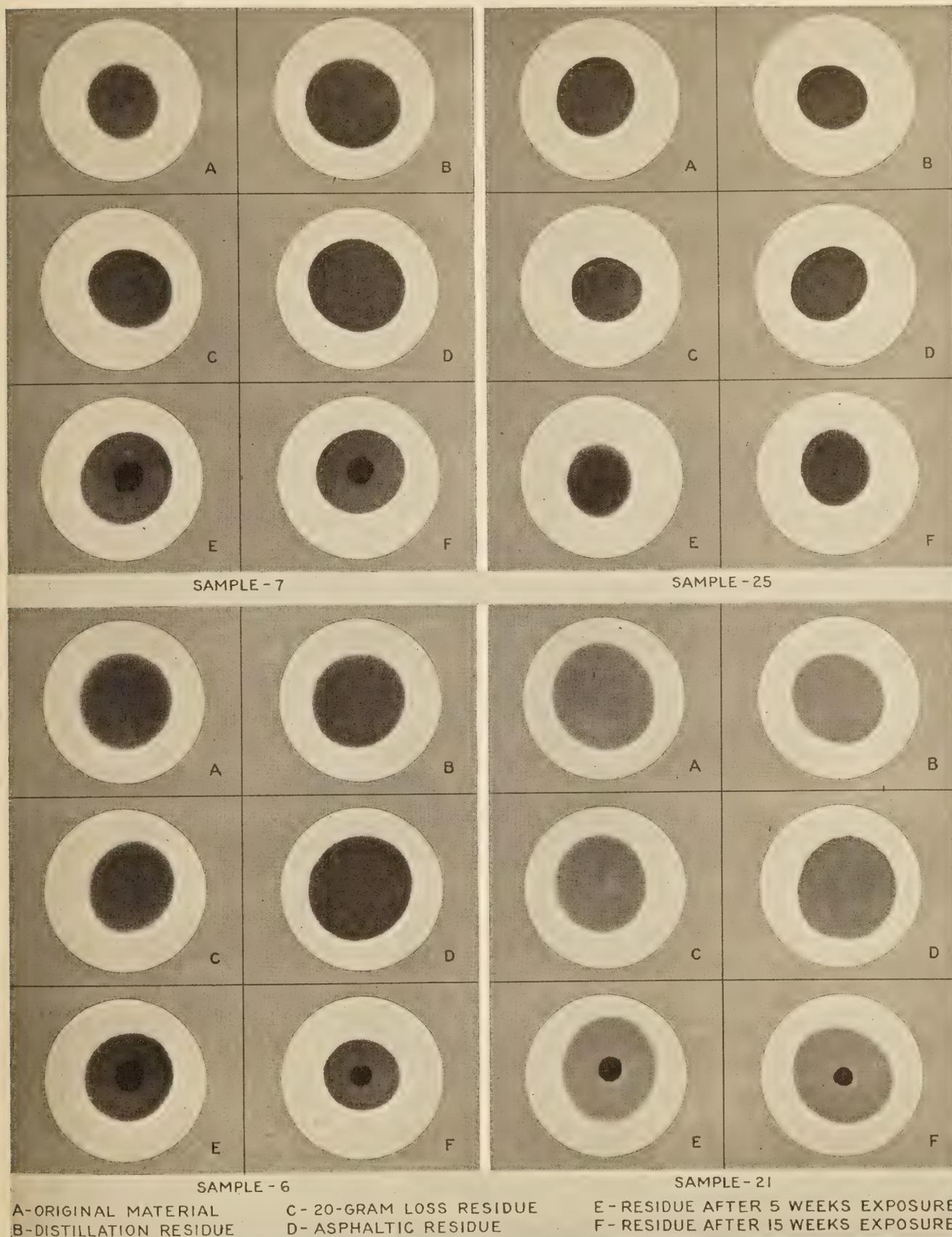


FIGURE 10.—TYPICAL OLIENSIS STAINS.

uniform, having a slightly darker, more-pronounced center, or else they had a definite dark to black center surrounded by a uniformly lighter-colored stain and were consequently classified as homogeneous, slightly heterogeneous, and heterogeneous, respectively. No attempt was made to indicate the extent or degree of heterogeneity other than to classify as slightly heterogeneous those materials and residues giving stains only slightly nonuniform.

ALL EXPOSURE RESIDUES FOUND TO BE HETEROGENEOUS

A study of the results of the Oliensis test shows that of the 29 materials, 10 were homogeneous, 4 slightly heterogeneous, and 15 definitely heterogeneous in their original state. All the residues from exposure were heterogeneous or slightly heterogeneous. Of the 10 materials appearing homogeneous in their original state, 5 developed homogeneous residues in all 3 laboratory loss tests, 2 developed slightly heterogeneous residues in all 3 tests, 2 developed slightly heterogeneous residues in the oven test and distillation test but not in the asphaltic-residue test, and 1 developed slightly heterogeneous residues in the oven test, and asphaltic-residue tests but not in the distillation test.

Of the 4 materials appearing slightly heterogeneous in their original state, 1 developed homogeneous residues in all 3 laboratory tests, 2 developed homogeneous residues in the asphaltic-residue and loss tests but remained heterogeneous in the distillation test, and one material remained heterogeneous in all tests. The 15 materials that appeared heterogeneous in their original state all developed heterogeneous residues.

A comparison of these materials according to the character of the stains produced in the laboratory and their behavior under laboratory and exposure conditions may be of interest. Nine of the materials, samples 2, 3, 4, 9, 14, 17, 19, 23, and 27, were heterogeneous originally and had heterogeneous residues. The photograph of sample 2 in figure 8 is typical. All of the above samples, except 23 and 27, showed microscopic flecks as shown in figure 2 when examined under the microscope. All except samples 14, 23, and 27 had appreciable amounts of material insoluble in carbon tetrachloride in the original sample. Samples 14, 23, and 27 developed carbenes at the end of 15 weeks of exposure and the other samples showed an increase in carbenes and free carbon.

All of the nine samples, except sample 23, had high percentages of material insoluble in naphtha. All had specific gravities greater than 1.01, except sample 27. This material has a very high specific gravity for a fluid cut-back and its behavior and characteristics place it in this group having high specific gravities. The asphaltic residues of the 9 samples showed the effect of changes in temperature, having low penetration at 32° F. and no ductility at 34°-35° F., although all had ductilities of over 110 at 77° F.

After 15 weeks' exposure all the materials were very hard, except sample 9, which, at the end of 5 weeks, had separated into two parts, one hard and brittle, the other soft and oily. It was impossible to flux these two parts so that, while having a float at 122° F. of over 1,000 seconds at the end of 5 weeks, it was impossible to get a penetration until the end of 15 weeks. When running the softening point test on the residues of this sample, after exposure, the material did not flow slowly to the bottom but dropped immediately at the temperature reported in table 5. Ductility tests were made on this

sample but the results are unimportant as no true ductility value was obtained. The residues after 15 weeks' exposure of samples 2, 3, 4, 17, 23, and 27 had very low ductility at 77° F. but samples 14 and 19 had ductilities at 77° F. of 97 and 110+, respectively. None of the residues had any ductility at 34°-35° F.

Three of the materials, 5, 11, and 13, gave Oliensis stains identical with those of the preceding samples. They did not, however, have as high specific gravities, were clear in the microscopic test, and did not, even at the end of 15 weeks, develop any carbenes. Their asphaltic residues had some ductility at 34°-35° F. and, at the end of 15 weeks, while having low ductility at 77° F., samples 5 and 13 had some ductility at 34°-35° F.

The remaining 17 materials all had low specific gravities, were clear in the microscopic test, did not have carbenes, and, with 1 exception, did not develop them. They showed various types of stains in the Oliensis test although all were heterogeneous at the end of 5 weeks. Their asphaltic residues varied in ductility and effect produced by changes in temperature as did their residues after exposure.

The stains of samples 1, 24, and 29, while resulting in photographs similar to those of the high-gravity materials, did not have the nuclei as raised or as rough as the stains of the materials with high specific gravities. The producers of the cut-back asphalt designated as sample 24 stated that their plant had no cracking equipment. This material, therefore, had evidently become heterogeneous in the refining process because of overheating, since the residue obtained in laboratory tests had good ductility, indicating that it had not been overblown. Sample 29 likewise was a cut-back asphalt with a ductile base. Sample 16 was slightly heterogeneous originally, produced slightly heterogeneous residues by distillation and volatilization, and produced a heterogeneous asphaltic residue. The asphaltic residues of these four samples were not especially affected by temperature change, having some ductility at 34°-35° F., although the asphaltic residues of samples 1 and 16 had comparatively low ductilities at 77° F. The residues of samples 1 and 16 after exposure had low ductility at 77° F. Those of samples 24 and 29 (cut-back asphalts) were very hard and consequently had very low ductility.

OLIENSIS TEST MORE SENSITIVE THAN MICROSCOPIC TEST IN DETECTING OVERHEATED MATERIALS

Samples 8 and 15 were homogeneous but all of their residues from laboratory tests were slightly heterogeneous. The asphaltic residue of sample 8 had relatively low ductility at 77° F. but that of sample 15 had good ductility. Both asphaltic residues had good ductilities at 34°-35° F. The residue of sample 15 after exposure had low ductility at 77° F. Sample 8, the only material of low specific gravity to develop carbenes, separated in the exposure test in the same manner as sample 9.

Samples 18 and 20 were both slightly heterogeneous but their asphaltic and loss-test residues were homogeneous. Their asphaltic residues and their residues after exposure had good ductility at 77° F. Although the asphaltic residue of sample 20 had a ductility of only three-fourths centimeter at 34°-35° F., the ductility of its residue after exposure, as well as the ductility of the two residues of sample 18, was good at 34°-35° F. Sample 18 developed a residue at the end of 5 weeks'

exposure that was the least heterogeneous of any of the residues from the slow-curing materials.

Samples 10 and 26 and their asphaltic residues were homogeneous. The asphaltic residues of both samples had good ductility at 77° F. and 34°-35° F. At the end of 15 weeks, sample 10 had low ductility at 77° F. but good ductility at 34°-35° F., while sample 26, a cut-back asphalt, was extremely hard and nonductile.

Sample 12 was homogeneous as was its residue after distillation. Its asphaltic residue had good ductility at 77° F. and 34°-35° F. and the residue after exposure had fair ductility at 77° F. and good ductility at 34°-35° F.

Sample 7 was slightly heterogeneous but all of its residues from laboratory tests were homogeneous. Its asphaltic residue was ductile at 77° F. but only slightly so at 34°-35° F. and its residue after 15 weeks of exposure had good ductility at 77° F. and at 34°-35° F.

Samples 6, 21, 22, 25, and 28 were homogeneous with homogeneous residues from laboratory tests. All of their asphaltic residues had good ductility at 77° F. and all except those of samples 21 and 22, the California residuals, had good ductility at 34°-35° F. At the end of 15 weeks, sample 6 was still fluid, while the cut-back asphalt samples 25 and 28 were very hard and nonductile. Samples 21 and 22 had good ductility at 77° F. and at 34°-35° F. although their asphaltic residues were nonductile at 34°-35° F.

It is readily apparent that the laboratory tests did not produce residues that gave stains in the Oliensis test radically different from the stains of the original materials. The behavior of the residues from exposure showed, as did the other tests, that outdoor exposure alters asphaltic materials far more than any of the laboratory heat tests. This was strikingly shown by the decidedly heterogeneous stains obtained with the residues from exposure, especially in the case of the materials originally homogeneous. It is not believed, however, that it is possible to predict the physical and chemical characteristics of the material after exposure from the results of the Oliensis test, whether made on the original material, the residues from laboratory tests or both. Residues having what are believed to be desirable qualities were obtained from both homogeneous and heterogeneous materials, although heterogeneous materials undoubtedly have a more pronounced tendency to carbonize and their slow-curing products generally develop a less-ductile residue.

For detection of materials that have been inadvertently or intentionally subjected to too high a temperature during the refining process, the Oliensis test seems to be more sensitive than the microscopic test. All of the materials that had the characteristics of overheated or cracked materials were heterogeneous in the Oliensis test but only seven of them showed microscopic flecks.

HUBBARD-FIELD STABILITY TEST USED TO MEASURE BONDING STRENGTH AND DEVELOPMENT OF BONDING STRENGTH UPON EXPOSURE

Cylinders were made according to the Hubbard-Field method and tested to determine the adhesiveness or bonding strength of the original material, the residue after distillation and the asphaltic residue, and the development of bonding strength by the original materials after exposure. The first series, for the determination of bonding strength, consisted of 3 sets of 3 cylinders each for each material. The first and second

sets contained 16.6 percent by volume of the original material and distillation residues respectively mixed with 83.4 percent of a standard sand. The third set contained the same percentage of asphaltic residue by weight as was contained in the cylinders made with the original materials that gave an almost constant percentage of bitumen by volume in the cylinders of this set. All cylinders of series 1 were tested immediately for stability at 77° F.

The second series of cylinders, for determination of the development of bonding strength, likewise consisted of 3 sets of 3 cylinders using the same aggregate used in the first series and the same percentage of the original materials by volume. These three sets were placed in the exposure boxes and subjected to the same exposure conditions as the thin films. One set was removed at the end of 5, 10, and 15 weeks. The cylinders were weighed before and after exposure and the loss in weight was expressed as a percentage of the bituminous material present in the cylinder as made. After weighing, the cylinders were tested for stability at 77° F.

For comparative purposes two additional sets of cylinders were made, using as a binder the amounts of distillation residue and asphaltic residue that would have been obtained if the bitumen in the cylinders containing the original material had been subjected to the distillation or asphaltic-residue test. The aggregate used was a Potomac River sand that had been separated on standard sieves and recombined to give the following grading:

	Percent
Passing no. 10, retained on no. 20.....	3.7
Passing no. 20, retained on no. 30.....	10.3
Passing no. 30, retained on no. 40.....	18.1
Passing no. 40, retained on no. 50.....	21.3
Passing no. 50, retained on no. 80.....	36.6
Passing no. 80, retained on no. 100.....	6.1
Passing no. 100, retained on no. 200.....	3.2
Passing no. 200.....	.7

This sand had a specific gravity of 2.666 and the voids in the mineral aggregate, determined on the compacted cylinders of both series, were 38 percent for the cylinders made with the original materials, 37.4 percent for the cylinders made with the distillation residue, and 36.9 percent for the cylinders made with the asphaltic residue.

The method of mixing and molding the cylinders was the same as that used in 1932. The results of the tests on the cylinders of series 1 and 2 are given in tables 10 and 11, respectively. All results are the averages of three tests.

The results of tests on the cylinders of series 1 are shown graphically in figure 11. The stability of the cylinders at 77° F. was plotted against the Furoil viscosity at 122° F., and the results of the float test at 77° F. for the cylinders made with the original materials and against the float test results at 122° F. and the penetration at 77° F. for the cylinders made with the distillation residue. Since the asphaltic residues are all of approximately the same consistency, the stabilities were plotted for each sample independently.

Figure 11 shows that although the stability of the mixtures was roughly proportional to the consistency of the contained bitumen, materials having the same consistency as measured by viscosity at 122° F., float test at 77° F. and 122° F., and penetration at 77° F. had different stabilities. This was especially noticeable

TABLE 10.—Results of tests on series 1 cylinders

Sample identification	Original material			Distillation residue			Asphaltic residue	
	Stability at 77° F.	Float at 77° F.	Furol viscosity at 122° F.	Stability at 77° F.	Float at 122° F.	Penetration at 77° F.	Stability at 77° F.	Penetration at 77° F.
	Pounds	Seconds	Seconds	Pounds	Seconds		Pounds	
1	75	100	294	125	24	2,275	96	
2	125	52	303	400	60	3,975	100	
3	125	50	274	200	43	3,775	105	
4	150	63	404	250	45	3,600	107	
5	125	36	331	325	58	2,575	105	
6	75	21	335	150	21	2,275	99	
7	75	9	181	375	62	2,575	92	
8	100	60	277	100	27	2,100	100	
9	100	33	175	200	44	3,500	86	
10	75	11	197	475	87	2,425	106	
11	25	4	50	175	34	3,175	84	
12	100	13	182	200	38	2,450	97	
13	150	41	406	200	37	2,775	93	
14	125	49	278	150	36	3,675	93	
15	75	21	219	175	41	2,675	103	
16	75	38	217	100	25	2,225	109	
17	150	20	205	1,000	110	2,700	102	
18	125	9	199	400	60	1,900	100	
19	175	75	320	475	57	3,775	102	
20	100	46	300	350	50	2,325	104	
21	75	23	293	200	41	2,375	110	
22	150	60	768	325	56	2,325	113	
23	75	12	123	150	27	2,700	98	
24	75	14	241	3,925	76	2,950	101	
25	275	31	472	3,225	77	2,825	94	
26	150	35	351	3,025	84	2,725	95	
27	25	3	47	3,800	87	3,850	90	
28	200	19	303	3,775	65	3,725	97	
29	275	17	260	3,850	72	3,650	100	
30	125	39	350	3,475	81	3,000	104	
31	100	37	431	2,325	205	2,950	112	
32	75	25	331	1,500	298	3,075	101	

TABLE 11.—Results of tests on series 2 stability cylinders

Sample identification	Cylinders made with the original materials						Cylinders made with distillation residue			Cylinders made with asphaltic residue	
	Stability at 77° F.			Loss of bitumen			Stability at 77° F.	Theoretical loss of bitumen	Stability at 77° F.	Theoretical loss of bitumen	
	When made	In 5 weeks	In 10 weeks	In 15 weeks	In 5 weeks	In 10 weeks					In 15 weeks
	Lbs.	Lbs.	Lbs.	Lbs.	Per cent	Per cent	Per cent	Lbs.	Per cent	Lbs.	Per cent
1	75	300	300	425	0	3	1	125	3	1,975	28
2	125	900	1,100	1,300	7	12	12	425	11	3,575	25
3	125	750	1,000	1,150	6	10	11	250	7	3,075	28
4	150	600	750	850	3	6	6	300	6	3,150	25
5	125	675	1,025	1,275	6	11	11	475	14	2,400	29
6	75	225	250	300	4	9	9	175	7	1,975	38
7	75	425	550	600	15	20	21	425	23	2,075	35
8	100	250	300	300	3	5	6	175	6	1,750	35
9	100	550	775	800	7	12	12	325	11	3,075	31
10	75	775	950	1,250	14	18	18	550	22	2,175	34
11	25	425	500	800	18	21	22	275	25	2,450	47
12	100	350	425	650	10	14	15	275	18	2,050	38
13	150	650	700	875	6	10	10	275	9	2,350	33
14	125	650	900	1,025	4	8	8	225	5	2,900	30
15	75	475	550	600	8	12	13	300	15	2,325	38
16	75	250	325	350	4	8	9	175	7	1,875	38
17	150	950	1,000	1,200	15	19	21	1,275	21	2,325	28
18	125	825	950	1,200	16	20	20	500	18	1,750	25
19	175	1,650	2,525	3,075	7	11	11	625	10	2,825	24
20	100	725	1,000	1,250	8	12	13	350	14	2,050	31
21	75	525	700	850	8	13	14	300	15	1,950	37
22	150	775	1,075	1,400	5	9	9	350	10	2,100	29
23	75	275	550	750	7	11	11	200	12	2,175	39
24	75	4,275	4,325	5,200	20	23	22	3,650	25	2,800	22
25	275	3,700	3,750	3,850	17	19	19	3,025	24	2,650	22
26	150	3,500	3,125	3,550	21	24	23	2,800	23	2,775	22
27	25	1,450	1,500	1,650	28	30	29	2,875	30	3,600	27
28	200	4,650	4,250	4,975	16	18	18	3,400	21	3,475	20
29	275	4,400	4,100	4,825	13	16	16	3,250	24	3,400	21
30	125	-----	-----	-----	-----	-----	-----	3,175	26	2,700	24
31	100	-----	-----	-----	-----	-----	-----	2,075	20	2,675	21
32	75	-----	-----	-----	-----	-----	-----	1,425	22	2,775	25

in the results with the cylinders made with the asphaltic residue. Although all of these residues had approximately the same penetration, the stability of the cylinders varied from 1,900 pounds for sample 18 to 3,975 pounds for sample 2.

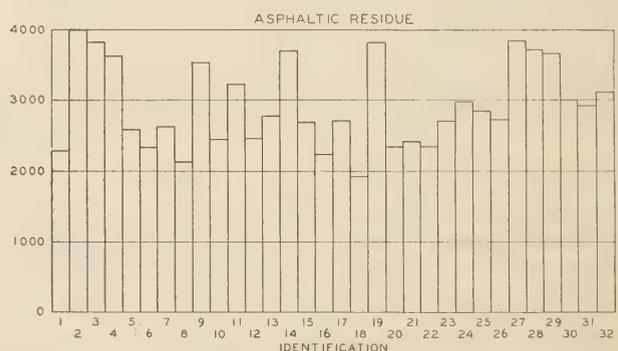
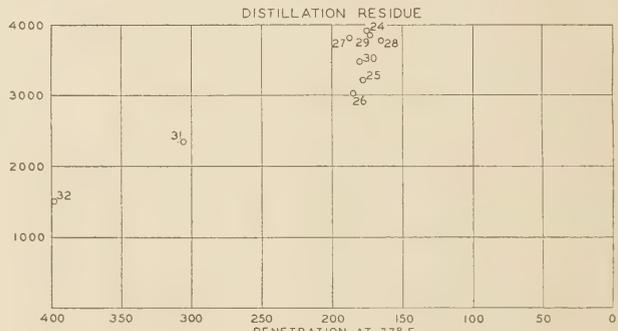
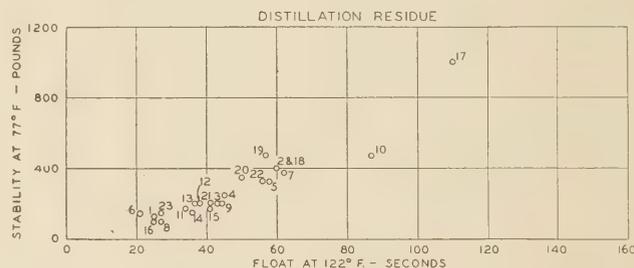
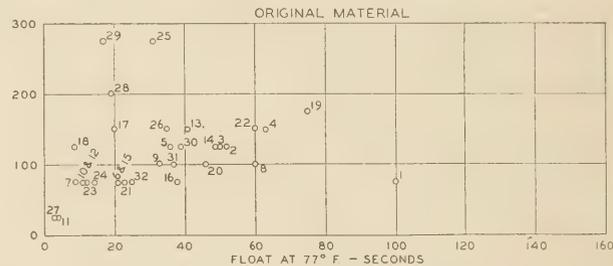
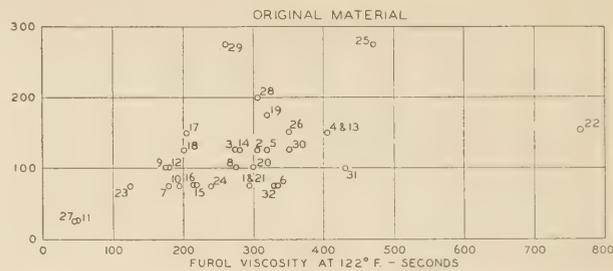


FIGURE 11.—RELATION BETWEEN THE CONSISTENCIES OF ORIGINAL MATERIALS, DISTILLATION RESIDUES, AND ASPHALTIC RESIDUES AND THE STABILITY AT 77° F. OF CYLINDERS OF SERIES 1.

It is seen that the cylinders made with the asphaltic residues of samples 2, 3, 4, 9, 11, 14, and 19 all had stabilities of over 3,000 pounds. All of these materials were heterogeneous originally, all were materials of high specific gravity, and all except sample 11 contained or developed carbon and free carbon. Sample 11 had a relatively high specific gravity but did not develop

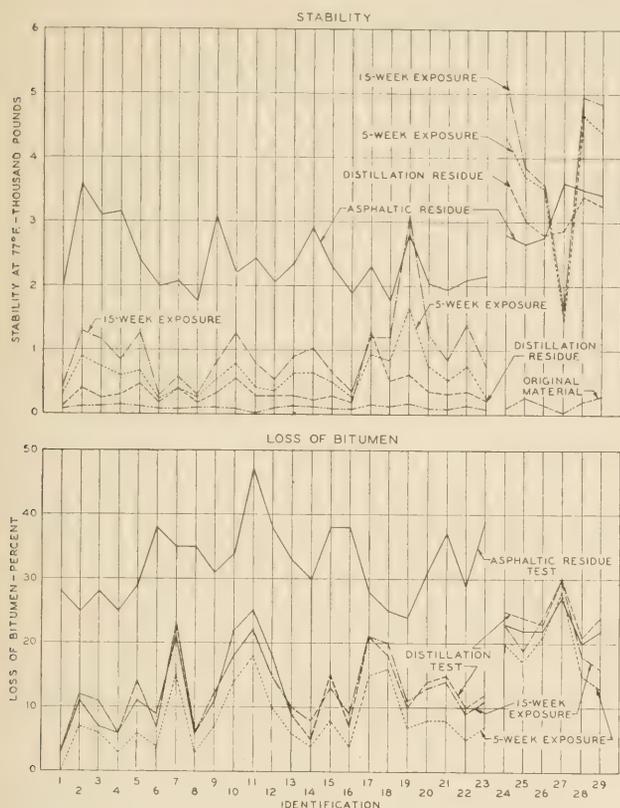


FIGURE 12.—COMPARISON OF LOSS OF BITUMEN AND STABILITY OF SERIES 2 HUBBARD-FIELD CYLINDERS.

carbenes. Samples 5, 7, 13, 15, 17, and 23 had stabilities between 2,500 and 3,000 pounds. Samples 17 and 23 were heterogeneous materials of high specific gravity that contained or developed carbenes. Samples 5 and 13 were heterogeneous materials of fairly high specific gravity but they did not develop carbenes, and samples 7 and 15 were materials of low specific gravity. All of the cut-back products had asphaltic residues giving stabilities of 2,500 pounds or over and five gave stabilities of 3,000 pounds or over.

Figure 12 shows the results of stability tests on the cylinders of series 2. The loss of bitumen in 5 and 15 weeks of exposure and the theoretical loss of bitumen in the cylinders made with the distillation and asphaltic residues were plotted for each sample. The stabilities at 77° F. for each sample were also plotted.

In this figure it is seen that, in the case of the slow-curing materials, although the loss of bitumen in the exposed cylinders was approximately the same as the loss in the distillation test, the exposed cylinders had greater stability than the cylinders made with the distillation residue except in the case of sample 17. This sample, even in 15 weeks, did not attain as high a stability as the cylinders made with the distillation residue. It is also seen that the loss in 15 weeks' exposure did not approach the loss in the asphaltic residue test and that the stability of the exposed cylinders did not approach the stability of the cylinders made with the asphaltic residue, except in the case of sample 19.

For the cut-back materials the indicated losses were probably in error due to unavoidable loss of volatile matter while mixing and molding the cylinders. The losses in 5 and 15 weeks of exposure probably should have been about the same as the losses in the distillation and asphaltic residue tests. The stabilities at 5 weeks

were higher than the stabilities of cylinders made with the asphaltic and distillation residues except in the case of sample 27.

SATISFACTORY CHECKS OBTAINED WITH RESULTS OF 1932 TESTS

After the exposure tests had been started, a question was raised concerning the use of plate glass covers for the exposure cabinets because it prevented the active ultra-violet rays from acting on the materials. Fused quartz glass not being available, Vita glass, which, after a short stabilization period, is guaranteed to permanently transmit an effective volume and combination of wave lengths of active ultra-violet light, was used to determine the effect of the passage of more active light. Duplicate sets of 10 of the slow-curing materials, 2 of the rapid-curing materials, and sample 27 and 3 new medium-curing materials, samples 30, 31, and 32, were exposed under both Vita and plate glass for 5- and 10-week periods. The materials were exposed in thin films and also admixed with the standard sand in the form of Hubbard-Field cylinders.

This exposure was started August 28, 1933. During the first 5-week period the average maximum air temperature was 80° F. and the number of sunlight hours was 266. During the 10-week period the average maximum air temperature was 73° F. and the number of sunlight hours was 512. The results of the tests on the thin films are given in table 12, and those on the Hubbard-Field cylinders in table 13.

As shown by tables 6 and 12, the materials did not lose as much nor get as hard in 10 weeks as they did in the original 5 weeks of exposure. This was due to the lower air temperature and also to the fact that the sun's rays striking at an oblique angle did not cause the material to get as hot as earlier in the summer. There was little if any difference between the materials exposed under the different types of glass. The samples exposed under Vita glass had a little more material insoluble in carbon disulphide and carbon tetrachloride and generally had a little more material insoluble in naphtha. Each solubility reported was the average of 3 or more tests. The results of the stability tests do not show that there was any difference between the two types of glass. The comparative study of the effectiveness of Vita glass and plate glass as cover for the exposure of the samples did not produce differences great enough to indicate their relative efficiency for this purpose.

As stated previously, four of the samples tested in 1932 were included in the 1933 work and the results obtained, as shown in table 14, were in remarkably close agreement with the previous tests. In the case of samples 17 and 19 the residues from the 1933 exposure tests had greater percentages of free carbon and carbenes than did residues from the 1932 exposure tests.

The results of the two sets of stability tests were not in such close agreement because the aggregate used in the 1933 tests was somewhat coarser than that used in 1932. In 1932, cylinders made with sample 17 were the only ones that, after 15 weeks' exposure, had a stability about the same as those made with the distillation residue. In 1933 the cylinders made with sample 17, after 15 weeks' exposure, had less stability than the cylinders made with the distillation residue. Cylinders of sample 19 that in 1932, after 15 weeks' exposure, had a stability approaching that of the asphaltic-residue cylinders, in 1933, after 15 weeks' exposure, had a stability higher than that of the asphaltic-residue specimens.

6. Carbonization generally occurs in materials that originally contain some material insoluble in carbon disulphide and carbon tetrachloride, but some materials with exceptionally high solubility in these solvents show a tendency to carbonize under both laboratory and exposure conditions.

The following conclusions are developed upon the basis of the data collected in 1933 only:

7. The Oliensis test is more sensitive than the microscopic test in the detection of materials that have been subjected to excessively high temperatures in manufacture. However, neither test seems definitely to distinguish products that will weather badly.

8. The use of Vita glass in place of plate glass for the cover of the exposure boxes did not materially change the results. However, because of the lateness in the year when these tests were started the results are considered inconclusive.

9. If like periods of the year are used for exposure, satisfactory check tests can be obtained with the exposure assembly used in these investigations.

Many of the laboratory heat tests have been criticized as producing conditions dissimilar to and more severe than service conditions. These investigations have shown that the physical and chemical characteristics generally believed to belong to unsatisfactory materials are developed upon exposure in many products that satisfactorily withstand laboratory testing. While it is possible, by the utilization of identification tests, to restrict materials to a limited number of sources or manufacturing processes, it is impossible to predict, with any degree of accuracy, the weather-resisting properties of the material thus obtained. It is believed that efforts should be directed to the modification of some of the present laboratory heat tests so that differences in the tendency of various materials to develop unsatisfactory residues may be recognized.

TABLE 14.—Comparison of 1932 and 1933 exposure tests

TESTS ON RESIDUES AFTER EXPOSURE

Test characteristic	Sample identification							
	17		18		19		20	
	1932	1933	1932	1933	1932	1933	1932	1933
Loss in 10 weeks, percent.....	18.3	18.7	18.5	17.7	13.3	12.0	13.1	11.5
Penetration at 77° F.....	41	36	132	152	40	44	95	136
Penetration at 32° F.....	17	14	37	43	9	10	30	41
Softening point, °F.....	163	170	106	105	121	121	115	112
Ductility at 77° F., centimeters.....	1.0	0.5	110+	110+	110+	110+	65.0	90.0
Ductility at 34°-35° F., centimeters.....	.0	.0	1.5	7.5	.0	.0	3.3	3.8
Insoluble in CS ₂ , percent.....	1.06	3.17			5.96	6.50		
Insoluble in CCl ₄ , percent.....	8.27	9.66	.10		14.94	16.02	.05	
Insoluble in 86° B. naphtha, percent.....	34.8	36.2	17.6	17.3	41.1	38.7	26.8	24.2
Loss in 15 weeks, percent.....	19.8	19.5	18.7	19.0	13.7	13.8	13.7	13.6
Penetration at 77° F.....	19	29	93	93	28	29	67	84
Penetration at 32° F.....	12	12	29	28	8	7	24	28
Softening point, °F.....	181	168	113	116	129	128	121	120
Ductility at 77° F., centimeters.....	0.3	0.5	86.0	115.0	110+	110+	42.0	72.0
Ductility at 34°-35° F., centimeters.....	.0	.0	4.0	4.5	.0	.0	1.3	3.0
Insoluble in CS ₂ , percent.....	2.50	3.30			6.17	7.50		
Insoluble in CCl ₄ , percent.....	9.11	9.88	.17	.10	15.61	18.15	.14	.09
Insoluble in 86° B. naphtha, percent.....	37.2	35.4	19.6	18.8	38.8	39.9	28.5	27.2

TESTS ON HUBBARD-FIELD CYLINDERS

Loss of bitumen:								
In 5 weeks, percent.....	15	15	18	16	8	7	9	8
In 10 weeks, percent.....	18	19	19	20	10	11	12	12
In 15 weeks, percent.....	21	21	21	20	14	11	13	13
Stability at 77° F. ¹								
Original cylinders, pounds.....	275	150	200	125	325	175	225	100
After 5 weeks' exposure, pounds.....	1,100	950	800	825	1,375	1,650	775	725
After 10 weeks' exposure, pounds.....	1,575	1,000	1,125	950	3,175	2,525	1,525	1,000
After 15 weeks' exposure, pounds.....	1,550	1,200	1,650	1,200	4,050	3,075	1,975	1,250
Series 2, distillation residue cylinders, pounds.....	1,475	1,275	750	500	800	625	500	350
Series 2, asphaltic residue cylinders, pounds.....	4,050	2,325	2,925	1,750	4,900	2,825	3,325	2,050

¹ Differences in stability probably are caused by differences in grading of the sand.

MOTOR-FUEL CONSUMPTION, 1934

[Compiled for calendar year from reports of State authorities]

State	Gross amount reported by State ¹		Exempted from payment of tax ²		Shrinkage allowance, discounts, etc. ³		Gross amount assessed for taxation		Subject to refund of entire tax		Amount on which tax was earned		Classification of taxed motor fuel				Percentage change in fuel consumption from previous year ⁶
	Amount		Classes of use		Percentage		Amount		Amount		Classes of use		At reduced rates ⁴		By use ⁵		
	1,000 gallons						1,000 gallons		1,000 gallons		Classes of use		Rate per gallon		1,000 gallons		
	Amount		Classes of use		Percentage		Amount		Amount		Classes of use		Rate per gallon		For highway use ⁵		
Alabama	154,977						154,977					154,977					15.8
Arizona	75,502						70,845					125,576					13.0
Arkansas	134,249						129,529					108,414					4.3
California	1,356,386						1,320,685					1,198,655					2.1
Colorado	172,672						167,303					143,290					7.6
Connecticut	308,239						254,933					248,658					3.4
Delaware	41,556						41,556					39,514					5.2
Florida	246,387						235,698					235,698					15.8
Georgia	243,823						239,435					239,435					13.7
I Idaho	65,828						63,514					57,300					25.5
Illinois	1,025,751						1,025,751					970,874					4.6
Indiana	465,638						463,638					438,743					7.8
Iowa	423,886						403,803					374,998					20.0
Kansas	378,781						283,876					283,876					10.1
Kentucky	184,369						184,369					184,369					10.9
Louisiana	183,977						178,458					178,457					9.4
Maine	116,994						115,794					110,924					8.7
Maryland	207,652						206,279					193,961					8.6
Massachusetts	590,625						587,828					566,735					3.8
Michigan	735,593						733,593					699,830					7.7
Minnesota	419,454						405,012					361,512					18.3
Mississippi	130,156						125,429					112,666					16.5
Missouri	505,677						490,507					478,764					5.4
Montana	90,567						85,482					78,271					33.2
Nebraska	224,195						216,671					214,275					11.2
Nevada	27,204						24,707					22,355					28.5
New Hampshire	70,652						70,652					68,641					16.8
New Jersey	732,761						567,839					567,727					3.9
New Mexico	60,997						56,177					51,134					12.9
New York	1,569,141						1,501,463					1,464,242					1.3
North Carolina	284,214						278,797					273,686					11.2
North Dakota	96,875						96,875					75,390					17.6
Ohio ¹⁵	1,303,642						1,031,830					1,031,157					8.6
Oklahoma	312,165						270,632					270,432					7.5
Oregon	163,078						163,978					145,514					6.7
Pennsylvania ¹⁶	1,136,843						1,113,629					1,113,629					8.7
Rhode Island	233,167						108,864					102,834					19.3
South Carolina	130,606						130,606					128,646					15.6
South Dakota	103,192						98,997					89,245					13.9
Tennessee	207,857						201,634					201,627					8.7
Texas	893,802						875,138					791,005					11.1
Utah	64,836						62,858					62,858					14.9
Vermont	48,550						48,550					48,550					10.0
Virginia	264,102						264,102					249,540					12.6
Washington	260,778						260,778					239,187					10.1
West Virginia	147,610						147,610					142,893					15.8
Wisconsin	431,513						420,725					384,981					11.5
Wyoming	44,111						44,111					44,111					25.5
District of Columbia	147,607						103,820					103,129					-0.9
Total	17,220,567						16,136,137					15,454,481					7.5
							201,812					681,656					
							882,618					15,210,135					
												244,346					
												162,446					

The following symbols are used to designate certain classes or uses of motor fuel exempted from tax payment, subject to refund of the tax, or taxed at a lower rate:

- F—Sales to Federal Government.
- P—(Public) sales to State, county, or municipal governments.
- E—Fuel exported to other States or countries.
- IC—Fuel moving through the State in interstate commerce.
- NH—Uses other than for propelling motor vehicles on the highways.
- B—Motor-boat use.
- C—Use in public construction.
- A V—Aircraft use.
- U—Use in vehicles licensed to operate exclusively in cities.
- D—Fuel destroyed by fire, acts of God, etc.
- R—Routine refunds (overpayment, etc.).

¹ In this column is given the total amount of motor fuel reported, prior to deduction of exempted fuel, allowance for shrinkage, etc., and amount subject to refund. Wherever possible, fuel exempted because of export or interstate movement, or to avoid duplication of tax payment, has been eliminated, in order that the column may represent as closely as possible the total consumption of motor fuel in the State. Starred items indicate that unknown amounts of export sales or fuel moving in interstate commerce are included in the total shown.

² A number of States failed to report exempted fuel. Symbols are given only where amounts are reported. Percentages are given only where amounts are reported, etc., and percentage discounts allowed to distributors. Percentages in others where amounts are reported. In some States the percentage is computed on the gross; in others it is the maximum allowable.

³ In the case of Arkansas and Colorado, where the rate was changed during the year, the amounts taxed at the lower rates, 6 and 4 cents, respectively, are shown under this heading.

⁴ The purpose of this classification is to distinguish between the consumption of taxed motor fuel by motor vehicles operating on the highways, and consumption for other purposes. In the case of States which do not make this distinction, the classification is omitted.

⁵ These percentages are based on the amount taxed for highway use, except in the case of those States in which there is no classification by use. In those cases the percentage is based on the total amount on which tax was earned. The total on which the Nation-wide percentage is based is 15,242,035,000 gallons. A decrease (District of Columbia only) is indicated by a minus sign.

⁷ Refunds on nonhighway use not allowed after Feb. 12, 1934.
⁸ 7,412,000 gallons at 6 cents prior to Feb. 13, 1934. Taxed at reduced rates at State borders: At 5 cents, 138,000 gallons; at 4 cents, 8,077,000 gallons; at 2 cents, 935,000 gallons.
⁹ Estimated by State.

¹⁰ Actual allowance reported; no fixed percentage.

¹¹ Rate of 6 cents per gallon applies to any gas-generating liquid having a flash point below 110° F. Additional 1-cent rate applies only to liquid fuels commonly used to propel motor vehicles or motors.

¹² Refunds made on all nonhighway uses with the exception of fuel used in commercial motor boats.

¹³ Railroad use.

¹⁴ Also fuel used in busses which pay a municipal or franchise tax.

¹⁵ A 3-cent tax is imposed on motor-vehicle fuel, and a 1-cent tax on all liquid fuels, including fuel oil and kerosene. The gross amount of liquid fuel reported was 1,303,042,000 gallons; the gross amount of motor-vehicle fuel reported was 1,254,786,000 gallons.

¹⁶ Tax is imposed on all liquid fuels, including fuel oil and kerosene, usable in internal-combustion engines.

STATE MOTOR-FUEL TAX EARNINGS, 1934

[Compiled for calendar year from reports of State authorities ¹]

State	Tax rate per gallon		Date of rate change	Gross tax assessed ⁴	Re-funds earned or paid ⁵	Net earnings on all motor-fuel taxed ⁴	Classification of tax earnings ¹				Other earnings in connection with motor-fuel tax ³					Grand total earnings	
	On Jan. 1	On Dec. 31					By rate of tax			By use of fuel ²		Distributors' licenses	Dealers' licenses	Inspection fees	Other fees, etc.		Total
							At full rate	At reduced rates ⁶		For highway use ²	For other uses						
	Cents	Cents					1,000 dollars	1,000 dollars	1,000 dollars	1,000 dollars	Cents	1,000 dollars	1,000 dollars	1,000 dollars	1,000 dollars		1,000 dollars
Alabama	6	6		9,299		9,299	9,299									9,299	
Arizona	5	5		3,542	514	3,028	3,028									3,029	
Arkansas	6	6½	Feb. 3	8,118	254	7,864	7,047	6,542	7,817	3,028	1					7,864	
California	3	3		39,621	3,661	35,960	35,960			35,960	383	10			10	35,970	
Colorado	4	4	Feb. 1 and Sept. 1	7,591	1,116	6,475	3,719	4	2,756	6,475						6,475	
Connecticut	2	2		5,099	126	4,973	4,973			4,973			(10)			4,973	
Delaware	3	3		1,246	61	1,185	1,185			1,185						1,185	
Florida	7	7		16,499		16,499	16,499						1135		35	16,534	
Georgia	6	6		14,366		14,366	14,366									14,366	
Idaho	5	5		3,169	298	2,871	2,865	2½	6	2,865	6				1	2,872	
Illinois	3	3		30,772	1,646	29,126	29,126			29,126					5	29,131	
Indiana	4	4		18,626	1,076	17,550	17,550			17,550					20	17,570	
Iowa	3	3		12,114	864	11,250	11,250			11,250		1			4	11,255	
Kansas	3	3		8,516		8,516	8,516			8,516		5			37	8,634	
Kentucky	5	5		9,218		9,218	9,218						76		3	9,221	
Louisiana	5	5		8,923		8,923	8,922	4	1						3	8,923	
Maine	4	4		4,632	146	4,486	4,437	1	49	4,437	49					4,486	
Maryland	4	4		8,251	442	7,809	7,758	3	51	7,809						7,809	
Massachusetts	3	3		17,635	633	17,002	17,002			17,002						17,002	
Michigan	3	3		22,068	1,090	20,978	20,961	1½	17	20,961	17		4		2	20,984	
Minnesota	3	3		12,150	1,305	10,845	10,845			10,845			1	97		10,943	
Mississippi	6	6		7,519	631	6,888	6,760	1	128	6,760	128				137	7,025	
Missouri	2	2		9,810	235	9,575	9,575			9,575				98	8	9,681	
Montana	5	5		4,274	610	3,664	3,664			3,664						3,664	
Nebraska	4	4		8,667	97	8,570	8,570									8,566	
Nevada	4	4		988	94	894	894			894						894	
New Hampshire	4	4		2,826	80	2,746	2,746			2,746						2,746	
New Jersey	3	3		17,035	1	17,034	17,032	2	2	17,032	2		25	39		17,098	
New Mexico	5	5		2,809	252	2,557	2,557			2,557		9	9			2,575	
New York	3	3		45,044	1,117	43,927	43,927			43,927			58			43,985	
North Carolina	6	6		16,788	306	16,482	16,421	1	61	16,421	61			14704	5	17,191	
North Dakota	3	3		2,906	644	2,262	2,262			2,262						2,262	
Ohio	4	4		38,982	1,364	37,618	36,409	1	1,209	36,409	1,209					37,618	
Oklahoma	4	4		10,817		10,817	10,817			10,817					4	10,821	
Oregon	5	5		8,299	1,047	7,252	7,246	1	6	7,246	6					7,252	
Pennsylvania	3	3		33,409		33,409	33,409			33,409					4	33,413	
Rhode Island	2	2		2,177	120	2,057	2,057			2,057			3			2,060	
South Carolina	6	6		7,836	117	7,719	7,719			7,719						7,719	
South Dakota	4	4		3,960	195	3,765	3,570	2	195	3,570	195					3,765	
Tennessee	7	7		14,114		14,114	14,114			14,114						14,114	
Texas	4	4		35,005	3,365	31,640	31,640			31,640						31,751	
Utah	4	4		2,514		2,514	2,514			2,514						2,515	
Vermont	4	4		1,942		1,942	1,942			1,942						1,942	
Virginia	5	5		13,205	728	12,477	12,477			12,477						12,477	
Washington	5	5		13,039	1,080	11,959	11,959			11,959						11,959	
West Virginia	4	4		5,905	209	5,696	5,696			5,696			2	5	1	5,704	
Wisconsin	4	4		16,829	1,430	15,399	15,399			15,399						15,399	
Wyoming	4	4		1,764		1,764	1,764			1,764					1	1,768	
Dist. of Columbia	2	2		2,077	14	2,063	2,063			2,063						2,063	
Detailed totals ¹⁰										434,634	2,056						
Grand totals		17 3.66		591,995	26,968	565,027	559,729		5,298			30	141	1,099	345	1,615	

¹ See preceding table for gross gallons of motor fuel reported, exemptions, allowances, etc., gross gallons taxed, gallons subject to refund, net gallons taxed, and information regarding classes of use exempted, subject to refund, or taxed at lower rates.

² The purpose of this classification is to distinguish between the tax earnings on motor fuel sold for use in motor vehicles on the highways and tax earnings on motor fuel sold for other uses. In the case of those States that do not make this distinction, the classification is omitted.

³ Amounts less than \$500 not tabulated.

⁴ In the great majority of cases the assessments or earnings of the calendar year were reported. A few States reported the actual collections of the year, which lag the assessments by 1 to 2 months.

⁵ In most cases the refunds reported were those actually paid during the year, rather than refunds claimed on motor fuel purchased during the year. The error involved in deducting refunds paid from gross tax assessed tends to balance over an annual period. The refunds tabulated include both refunds of the entire tax and partial refunds.

⁶ In the case of Arkansas and Colorado, where the rate was changed during the year, the tax earnings at the lower rates, 6 and 4 cents, respectively, are shown under this heading.

⁷ Includes \$445,000 on 6-cent tax prior to Feb. 13, 1934, and amounts at reduced rates at State borders, as follows: At 5 cents, \$7,000; at 4 cents, \$347,000; at 2 cents, \$18,000.

⁸ Estimated by State.

⁹ Rate was 5 cents from Feb. 1 to Aug. 31, 1934.

¹⁰ Retail gasoline station licenses, \$45,000, included in report on motor-vehicle receipts.

¹¹ Includes distributors' licenses.

¹² Refunds are made on all nonhighway uses with the exception of fuel used in commercial motor boats. Earnings on motor-boat fuel (amount not reported) are included.

¹³ Includes \$138,560, earnings on special gasoline tax collected in Gulf Coast counties (Hancock, Harrison, and Jackson) for seawall protection, and \$1,559 in penalties, less \$2,629, refunds for notary fees.

¹⁴ Inspection fees on gasoline and kerosene; bulk of receipts on gasoline.

¹⁵ Includes dealers' licenses.

¹⁶ Classification by use includes 36 States and the District of Columbia.

¹⁷ Weighted average rate.

CURRENT STATUS OF UNITED STATES PUBLIC WORKS ROAD CONSTRUCTION
AS PROVIDED BY SECTION 204 OF THE NATIONAL INDUSTRIAL RECOVERY ACT (1934 FUNDS) AND BY THE ACT OF JUNE 18, 1934 (1935 FUNDS)

CLASS 1.—PROJECTS ON THE FEDERAL-AID HIGHWAY SYSTEM OUTSIDE OF MUNICIPALITIES

AS OF JULY 31, 1935

STATE	APPORTIONMENTS		COMPLETED				UNDER CONSTRUCTION				APPROVED FOR CONSTRUCTION			BALANCE OF FUNDS AVAILABLE FOR NEW PROJECTS	
	Sec. 204 of the Act of June 18, 1934 (1934 Fund)	Act of June 18, 1934 (1935 Fund)	Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	Estimated Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds
Alabama	3,647,753	2,129,921	5,777,674	3,460,745	139,902	358.2	2,147,304	460,140	1,764,071	109.8	20,073	195,768	11.8	6,795	430,180
Arizona	3,895,555	1,338,712	5,234,267	2,629,744	563,173	362.8	902,159	700,937	775,339	32.2	15,039	229,602	6.2	10,772	112,802
Arkansas	3,534,157	1,714,000	5,248,157	2,576,551	689,304	184.5	1,622,770	700,937	742,831	76.2	39,595	229,602	6.2	17,126	112,802
California	7,912,928	3,713,643	11,626,571	7,893,341	609,765	370.4	3,165,930	122,227	2,122,000	55.5	3,000	906,903	22.8	1,360	74,974
Colorado	3,437,265	1,464,504	4,901,769	3,571,026	262,3	262.3	695,115	77,176	1,222,000	30.5	17,692	906,903	22.8	1,360	74,974
Connecticut	1,404,215	607,500	2,011,715	1,109,125	1,895,044	20.8	1,137,322	295,028	594,726	17.1				3,063	52,774
Delaware	877,566	461,637	1,339,203	868,470	316,118	45.6	149,545	8,477	140,982	3.2	578	205,345	2.8	40	4,589
Florida	2,489,570	1,115,600	3,605,170	2,355,070	271,238	125.7	711,080	66,825	666,649	30.1	23,968	205,345	2.8	23,007	23,008
Georgia	5,045,592	2,556,745	7,602,337	3,977,140	789,641	338.9	1,865,325	922,864	891,457	86.1	6,394	195,822	3.8	139,153	74,845
I Idaho	2,166,858	1,131,910	3,298,768	2,027,114	363,990	205.7	681,542	131,759	517,743	39.7	3,000	1,670	1.1	7,866	249,007
Illinois	4,408,827	2,408,778	6,817,605	4,291,815	146,249	40.3	4,088,825	2,032,682	2,036,143	67.4				11,376	17,768
Indiana	5,018,921	2,688,633	7,707,554	4,415,382	47,038	123.3	3,018,675	6,35,108	2,330,537	149.6	77,951	238,513	12.2	68,579	73,045
Iowa	5,027,830	2,217,361	7,245,191	4,978,830	394,320	331.3	2,002,625	49,000	1,955,141	103.1		13,700		8,872	294,000
Kansas	5,044,802	2,354,131	7,398,933	5,004,394	796,564	637.9	1,630,648	31,530	1,531,325	125.1		26,242	5.5	55,786	112,712
Kentucky	3,751,605	1,306,289	5,057,894	3,856,210	198,385	125.3	1,398,252	287,374	977,865	63.9		14,820	1.2		
Louisiana	2,683,135	1,380,419	4,063,554	2,894,450	93,048	78.3	1,434,550	234,221	1,047,066	27.3	54,631		1.3	14,073	239,706
Maine	1,567,012	782,195	2,349,207	1,941,605	118,286	52.7	1,472,624	11,351	461,258	11.6				1,656	1,656
Maryland	1,822,265	289,609	2,111,874	791,495	123,590	18.6	1,030,226	900,555	159,670	19.3				90,413	36,369
Massachusetts	1,101,716	1,822,874	2,924,590	1,048,966	1,435,500	37.4	1,099,860	52,667	995,371	20.2		313,975	14.3	63	587,523
Michigan	6,051,533	3,228,284	9,279,817	5,213,496	143,650	282.3	3,441,400	782,950	2,637,386	145.9	60,000	141,226	28.5	55,087	131,272
Minnesota	4,561,011	2,533,733	7,094,744	4,686,504	1,740,036	960.4	2,846,799	217,577	866,499	110.1				16,330	24,000
Mississippi	3,489,317	2,632,182	6,121,500	2,822,221	688,719	292.9	2,523,432	723,191	1,776,205	144.1		23,588	30.3	60,337	265,571
Missouri	2,237,552	1,090,666	3,328,218	2,254,610	232,482	217.8	2,541,590	501,643	1,881,117	78.2		245,950	28.0	80,043	176,607
Montana	1,463,849	2,714,208	4,178,057	1,764,369	1,764,369	577.3	897,888	4,123	731,682	98.7		140,318	17.3	51,254	17,839
Nebraska	3,914,484	1,822,182	5,736,666	3,629,875	216,319	378.1	2,094,603	21,644	1,688,365	96.4		75,122	4.8	2,963	2,178
Nevada	2,909,387	1,350,356	4,259,743	2,666,269	709,321	332.7	884,019	204,818	626,302	147.2	17,734	13,205	2.8	20,566	7,558
New Hampshire	692,118	937,855	1,630,973	692,118	201,292	15.8	243,690		240,113	7.5					
New Jersey	3,173,049	951,379	4,124,428	2,026,846	29,246	38.1	1,770,797	1,113,074	560,260	14.5		10,167		34,160	390,605
Nevada	2,909,387	1,350,356	4,259,743	2,666,269	709,321	332.7	884,019	204,818	626,302	147.2					
New Mexico	1,463,849	2,714,208	4,178,057	1,764,369	1,764,369	577.3	897,888	4,123	731,682	98.7					
New York	10,465,672	3,673,031	14,138,703	9,094,974	457,330	219.2	7,064,830	1,123,792	3,027,452	133.4	9,000	18,900	2.2	237,906	169,549
North Carolina	4,761,147	1,930,365	6,691,512	3,684,500	423,710	645.2	1,435,381	665,906	665,944	127.4	91,438	322,565	21.1	321,703	512,146
North Dakota	2,902,224	1,469,484	4,371,708	2,043,138	315,993	116.5	536,450	74,036	324,435	178.6	143,824	151,500	82.3	41,167	398,775
Ohio	7,877,758	3,539,255	11,417,013	7,653,377	252,650	203.0	3,255,174	227,251	2,692,721	62.1		600		13,669	124,290
Oklahoma	4,608,399	2,419,500	7,027,899	4,246,815	616,600	330.6	2,009,652	748,296	1,436,273	70.7	6,016	143,167	7.9	4,272	146,449
Oregon	3,089,124	1,457,749	4,546,873	2,906,668	278,440	193.9	1,328,234	102,296	1,103,892	55.4				46,196	69,449
Pennsylvania	6,931,194	4,951,082	11,882,276	6,457,523	1,683,377	149.9	3,548,352	172,976	3,266,673	71.0	2,126	4,409		58,208	196,663
Rhode Island	928,184	466,042	1,394,226	899,627	168,738	25.6	391,854	79,740	295,834	9.3					10,200
Virginia	3,731,207	1,916,178	5,647,385	2,359,621	214,883	223.4	5,151,548	315,630	275,918	49.6	18,560	51,578	1.9	35,811	10,200
Washington	3,057,934	1,553,206	4,611,140	2,832,214	479,190	665.0	1,285,130	426,644	809,360	193.4		96,982		46,821	124,290
South Carolina	3,005,739	1,553,206	4,558,945	2,832,214	479,190	665.0	1,285,130	426,644	809,360	193.4					
South Dakota	2,013,405	1,140,167	3,153,572	1,900,800	359,092	86.5	1,496,108	82,643	143,165	14.8	27,869	47,222	3.1	2,093	320,839
Tennessee	4,246,309	2,057,994	6,304,303	3,971,601	1,814,338	638.8	1,971,500	413,353	1,737,399	67.4	25,000	69,845		6,000	31,644
Texas	2,250,665	1,068,368	3,319,033	2,189,140	678,193	339.3	1,929,194	141,022	927,921	139.5		49,698		4,302	35,444
Utah	2,357,205	1,068,368	3,425,573	2,189,140	372,929	274.1	1,460,185	37,000	341,550	28.4		17,000	1.1	7,787	135,271
Vermont	928,184	466,042	1,394,226	899,627	168,738	25.6	391,854	79,740	295,834	9.3					
West Virginia	3,731,207	1,916,178	5,647,385	2,359,621	214,883	223.4	5,151,548	315,630	275,918	49.6					
Washington	3,057,934	1,553,206	4,611,140	2,832,214	479,190	665.0	1,285,130	426,644	809,360	193.4					
Wisconsin	2,013,405	1,140,167	3,153,572	1,900,800	359,092	86.5	1,496,108	82,643	143,165	14.8					
Wyoming	2,250,665	1,068,368	3,319,033	2,189,140	678,193	339.3	1,929,194	141,022	927,921	139.5					
District of Columbia															
Hawaii															
TOTALS	185,235,236	93,335,660	278,570,896	165,796,136	24,036,147	13,962.3	80,941,786	16,605,744	55,080,946	3,693.4	1,139,370	6,595,135	378.6	1,733,986	2,233,430

CURRENT STATUS OF UNITED STATES PUBLIC WORKS ROAD CONSTRUCTION
AS PROVIDED BY SECTION 204 OF THE NATIONAL INDUSTRIAL RECOVERY ACT (1934 FUNDS) AND BY THE ACT OF JUNE 18, 1934 (1935 FUNDS)

CLASS 2.—PROJECTS ON EXTENSIONS OF THE FEDERAL-AID HIGHWAY SYSTEM INTO AND THROUGH MUNICIPALITIES

AS OF JULY 31, 1935

STATE	APPORTIONMENTS		COMPLETED				UNDER CONSTRUCTION				APPROVED FOR CONSTRUCTION			BALANCE OF FUNDS AVAILABLE FOR NEW PROJECTS	
	Sec. 204 of Act of June 16, 1934 (1934 Fund)	Act of June 18, 1934 (1935 Fund)	Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	Estimated Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds
Alabama	\$ 2,383,928	\$ 1,064,961	\$ 2,000,380	\$ 1,872,024	\$ 119,375	49.1	\$ 786,435	\$ 465,060	\$ 323,075	23.4	\$ 29,878	\$ 122,470	3.1	\$ 24,965	\$ 500,041
Arizona	756,982	305,191	738,883	622,804	86,475	15.1	353,950	189,322	156,833	4.5	101,076	311,035	5.7	4,857	61,883
Arkansas	1,564,534	897,095	1,902,827	1,591,572	210,081	48.3	510,198	248,967	259,179	8.5				22,919	75,931
California	4,211,986	2,210,350	5,788,835	3,899,724	847,032	65.8	2,680,138	356,840	1,070,344	8.0		194,200	5.5	7,432	107,724
Colorado	1,718,633	1,937,435	1,672,058	1,337,435	169,911	40.4	11,229	11,229	1,070,344	8.0		194,200	5.5	35,346	20,589
Connecticut	802,407	428,500	838,549	802,407	9,362	10.2	493,692	11,229	142,521	1.6		134,613	1.3		140,004
Delaware	460,409	250,849	542,664	460,282	73,875	8.1	18,165		18,165	1.1		139,600	2.2	127	138,809
Florida	1,459,648	501,200	1,839,561	1,439,771	102,827	21.4	166,128	2,324	163,804	1.4		31,607	1.2	17,554	94,969
Georgia	2,724,620	1,274,373	2,444,917	2,232,880	148,915	74.8	703,477	275,754	404,136	18.2				215,987	693,715
Idaho	1,971,829	324,126	1,222,156	1,151,479	27,081	20.9	190,673	1,036,245	189,485	11.5	47,260	35,000	3.2	46,749	69,860
Illinois	1,381,910	2,504,390	1,933,173	1,625,871	8,650	66.2	1,521,116	1,036,245	1,036,245	23.0	148,115	69,334	3.1	16,134	165,930
Indiana	4,281,990	1,487,950	3,653,515	3,328,176	104,950	70.4	2,480,284	748,145	1,354,431	29.1		329,169	3.1	27,544	282,912
Iowa	2,614,472	1,311,000	2,303,093	2,102,482	101,615	58.9	1,408,378	508,465	808,800	23.0			1.1	39	262,465
Kansas	2,522,401	1,432,949	3,007,698	2,474,482	377,503	45.8	1,059,769	389,559	1,044,466	11.3	48,919	10,980	1.2		10,980
Kentucky	1,927,828	958,599	1,607,817	1,476,834	71,226	35.8	945,972	389,559	528,141	9.9	30,000	145,906	3.5	31,436	213,325
Louisiana	1,708,577	744,560	948,832	793,980	447,468	23.5	1,197,913	896,730	289,141	14.9	10,666	203,681	2.7	7,200	134,271
Maine	960,486	484,379	955,109	872,233	47,377	17.2	360,761	83,155	271,842	3.3		158,253	2.7	5,038	6,907
Maryland	891,132	452,515	390,021	384,017		5.6	1,075,978	282,457		5.9				244,698	452,515
Massachusetts	5,007,199	847,600	2,249,980	2,102,482	98,359	14.9	3,071,272	2,842,450	169,924	5.0	19,400	130,975	2.3	28,646	579,317
Michigan	3,500,637	1,613,142	3,382,353	3,148,335	133,100	40.2	1,682,750	742,440	1,266,400	17.2	4,220	54,188	3.0	65,722	86,667
Minnesota	3,719,145	1,421,494	3,575,235	3,136,040	376,049	113.9	1,183,363	513,160	575,719	17.1					445,538
Mississippi	1,744,669	394,022	1,166,485	1,033,466	114,956	37.0	817,550	626,097	120,447	23.0	36,943	18,487	2.5	48,163	100,163
Missouri	1,674,152	4,019,501	3,101,773	3,001,268	24,854	52.9	1,142,578	867,762	228,978	42.4	2,474	665,320	3.1	150,471	40,949
Montana	1,115,920	113,092	1,093,097	1,036,383	49,238	36.3	94,702	64,410	15,252	6.0		7,553	1.0	32,749	
Nebraska	1,957,240	991,091	2,438,414	1,935,683	548,278	45.5	296,070		296,070	4.5	26,150	41,402	.6	41,657	146,743
Nevada	500,061	100,000	539,562	473,901	57,842	10.8									756
New Hampshire	740,335	242,465	845,980	668,776	173,847	18.7	53,951		53,741	.5	13,044			58,545	14,877
New Jersey	3,117,172	1,809,500	3,080,011	2,810,715	108,606	22.9	1,225,905	182,690	804,667	5.9		631,441	.9	124,515	264,787
New Mexico	1,674,152	929,506	1,778,171	1,595,354	180,917	40.2	69,432		69,432	1.7	1,010	183,963	1.1	77,794	96,014
New York	8,295,661	3,961,690	8,085,610	7,627,850	384,600	63.4	3,994,541	875,017	2,864,090	22.9				162,814	393,850
North Carolina	3,309,573	1,210,236	2,791,839	2,135,890	634,651	96.8	648,276	103,376	406,700	13.4	81,217	81,264	2.4	49,790	57,611
North Dakota	1,464,573	1,741,744	1,741,445	1,201,633	92,815	24.5	188,028	99,644	88,185	9.9	87,546	180,563	16.4	22,388	363,480
Ohio	4,335,686	2,359,504	5,155,741	4,238,314	434,314	69.0	1,611,417	333,332	1,374,172	13.5		80,000	.3	4,020	471,186
Oklahoma	2,304,200	1,171,295	1,647,926	1,112,079	220,827	49.2	786,181	192,161	575,192	9.0		128,468	1.9	43,921	248,847
Oregon	1,526,724	867,977	1,615,953	1,445,650	150,853	32.8	619,349	66,655	544,705	9.3	518	80,000	.2	63,976	92,418
Pennsylvania	4,894,988	2,391,703	5,208,661	4,279,869	725,785	72.7	1,354,210	511,144	749,944	11.8		288,881	.9		633,092
Rhode Island	579,665	285,760	555,890	518,991	36,001	8.0	105,759	156,274	109,769	12.9	8,705	15,142	1	60,634	144,000
South Carolina	1,364,791	488,000	1,226,660	1,193,812	23,660	38.2	460,872	77,024	383,848	12.8	40,436	125,939	7.4		127,962
South Dakota	1,502,480	701,911	1,232,182	1,188,674	43,995	41.5	241,425	171,024	251,747	9.2		152,539		196,716	20,338
Tennessee	2,123,170	1,121,789	2,209,866	1,921,232	264,818	28.3	696,283	201,632	494,651	7.6	16,465	115,966	8.7	246,459	246,675
Texas	6,642,865	1,795,000	6,049,343	5,708,102	216,679	134.6	1,662,970	671,837	814,902	21.3		398,296			365,123
Utah	778,826	533,173	812,144	679,146	97,066	20.8	650,283	129,130	433,800	13.5				550	2,306
Vermont	500,509	240,611	636,840	468,671	96,285	15.5	137,402	66,801	109,082	2.7		39,244	.9	15,036	51,470
Virginia	1,948,780	956,021	2,266,435	1,681,351	352,905	34.1	702,604	246,442	396,499	10.3	13,975	155,506	4.2	7,002	147,370
Washington	1,977,260	776,693	2,330,254	1,922,046	385,313	42.5	412,559	53,369	359,190	5.0				1,845	20,338
West Virginia	1,342,270	570,085	1,108,178	1,042,973	28,109	18.6	494,743	270,594	224,149	6.8	28,642	47,791	.6	61	270,015
Wisconsin	3,596,143	1,379,513	3,102,009	2,509,104	514,873	62.2	629,047	629,047	629,047	8.9	57,664	219,499	4.2	29,375	20,338
Wyoming	1,125,332	29,416	977,168	971,191	2,784	22.5	162,381	147,667	14,132	3.4				6,474	12,500
District of Columbia	946,445	181,051	877,332	696,281	181,051	6.5	290,164	250,164		.2					
Hawaii															
TOTALS	115,617,401	48,020,938	111,510,588	97,431,410	9,404,416	2,021.2	41,300,530	15,056,226	22,570,806	453.2	864,143	6,595,549	104.7	2,263,622	9,510,167

CURRENT STATUS OF UNITED STATES PUBLIC WORKS ROAD CONSTRUCTION
AS PROVIDED BY SECTION 204 OF THE NATIONAL INDUSTRIAL RECOVERY ACT (1934 FUNDS) AND BY THE ACT OF JUNE 18, 1934 (1935 FUNDS)

CLASS 3.—PROJECTS ON SECONDARY OR FEEDER ROADS

AS OF JULY 31, 1935

STATE	APPORTIONMENTS		COMPLETED				UNDER CONSTRUCTION				APPROVED FOR CONSTRUCTION			BALANCE OF FUNDS AVAILABLE FOR NEW PROJECTS	
	Sec. 204 of the Act of June 16, 1933 (1934 Fund)	Act of June 18, 1934 (1935 Fund)	Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	Estimated Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds
Alabama	\$ 2,032,482	\$ 1,664,960	\$ 2,016,508	\$ 1,603,119	\$ 196,710	143.0	\$ 222,670	\$ 187,765	\$ 634,885	52.6	\$ 128,940	\$ 11,639	10.6	\$ 104,466	
Arizona	985,239	952,052	1,588,291	330,582	351,094	22.5	646,591	257,094	55,869	68.9	289,946	53,162		77,009	
Arkansas	1,493,154	897,624	1,538,288	1,493,465	125,653	178.5	590,596	147,099	291,385	68.9		55,114	27.1		
California	3,480,440	1,959,203	4,050,440	3,194,845	180.1	180.1	1,633,841	323,841	1,364,725	56.4	262,527	1,700	9.4	155,951	
Colorado	1,718,632	871,502	2,601,784	1,608,632	554,362	272.6	550,809	110,000	320,140	39.2					
Connecticut	659,120	420,868	697,300	659,120	12,889	17.9	222,880		222,880	4.5				185,099	
Delaware	481,113	270,649	460,022	265,665	186,944	57.1	265,716	215,448	41,690	14.2				2,615	
Florida	1,302,816	1,043,943	1,636,676	1,273,756	331,460	224.5	704,095	44,300	656,064	44.3	33,736	23,060	2.7	22,261	
Georgia	2,320,975	1,278,373	1,688,552	1,590,474	531,108	185.5	1,000,362	600,788	439,574	74.0		109,711		795,690	
Illaho	1,124,562	824,450	1,670,559	1,094,530	398,344	196.8	247,061	2,267,472	247,061	27.0				27,012	
Illinois	5,720,033	4,222,273	3,633,423	3,495,503	91,222	205.0	5,646,367	2,747,972	3,342,895	50.2	473,156	19,058	7.8	334,400	
Indiana	731,872	151,472	469,232	421,674	5,500	49.7	378,598		103,666					42,347	
Iowa	2,413,328	1,590,000	2,799,645	2,293,399	451,850	445.7	1,555,881	119,232	1,141,950	246.0	16,200	707	8.5	10,596	
Kansas	2,522,401	1,330,595	2,385,666	2,231,349	149,398	234.7	1,486,690	305,435	1,181,257	15.9				18,305	
Kentucky	1,537,958	1,557,903	2,175,313	1,772,049	275,359	241.5	461,565		1,211,584	167.3	43,409	19,513	2.5	19,513	
Louisiana	1,456,879	838,953	1,198,264	1,065,043	104,176	50.5	799,670	209,970	589,699	38.7	193,772	374	6.3	18,305	
Maine	842,479	445,012	1,346,314	842,404	390,302	103.1	59,903	3,400	51,608	3.4	9,600	76		425,574	
Maryland	891,132	1,067,934	973,930	855,179	60,271	68.5	375,343	16,123	359,120	15.3		30			
Massachusetts	488,185	900,000	477,470	469,744		15.2	523,663		523,663	15.9				82,667	
Michigan	3,154,037	1,613,442	3,275,530	2,937,940	103,450	207.7	1,672,644	205,227	1,467,417	84.9				18,443	
Minnesota	2,126,445	1,470,354	2,951,675	2,175,738	640,518	318.0	977,533	149,444	1,026,977	89.1				40,230	
Mississippi	1,784,669	394,023	1,265,297	1,248,797	16,500	143.1	546,437	460,594	85,852	16.5	156,539	39,282		15,304	
Missouri	2,963,273	2,363,922	3,194,579	2,686,006	434,784	673.2	1,998,532	235,551	1,707,803	29.0	82,163	1,716		15,304	
Montana	1,593,937	942,434	2,324,921	1,740,623	575,525	283.4	311,474		311,474	11.7		37,031		49,581	
Nevada	1,957,240	931,091	2,472,224	1,997,240	498,603	430.2	405,493		405,493	12.2				54,195	
New Hampshire	1,135,479	892,000	1,586,093	1,113,353	447,688	189.2	197,878	12,000	180,528	28.0	8,443	2,665		12,218	
New Jersey	471,366	261,593	570,258	448,336	74,727	28.3	206,460	29,000	174,655	6.4				12,161	
New Mexico	55,099	460,000	56,528	55,099		5	107,526		107,526	1.1				80,662	
New York	3,608,768	3,693,000	4,111,171	3,027,536	371,386	252.0	3,858,761	36,931	3,811,820	41.4	170,442		7.4		
North Carolina	2,880,573	1,700,340	2,866,726	2,176,724	687,943	319.4	1,023,043	160,265	862,777	101.6				43,080	
North Dakota	1,951,112	734,742	4,217,294	1,170,594	46,074	387.3	201,949	124,236	39,713	89.8	194,345	14,619	9.6	13,984	
Ohio	3,671,146	1,966,453	4,172,603	3,191,018	169,590	322.0	1,416,068	491,680	1,324,383	6.2	100,391			28,228	
Oklahoma	2,594,139	1,171,295	2,304,496	2,052,553	70,199	273.4	1,299,063	251,646	898,864	56.1				174,883	
Oregon	1,565,724	2,145,745	2,145,745	1,494,831	447,577	154.9	402,753	19,526	328,814	19.0				15,304	
Pennsylvania	7,344,822	2,639,003	6,718,399	6,207,932	344,238	555.1	3,353,144	1,093,809	2,160,362	198.5	137,603		7.0	25,209	
Rhode Island	459,716	294,040	449,748	435,716		33.1	212,465	263,518	212,465	6.7				893	
South Carolina	1,364,791	1,364,791	1,746,563	1,066,625	121,275	130.1	1,459,027	174,744	1,284,283	18.9				57,693	
South Dakota	1,923,170	791,911	1,498,198	1,325,467	152,844	446.9	513,360	399,215	199,939	22.1	140,098			66,705	
Tennessee	2,123,155	1,075,748	2,004,529	1,771,569	165,906	138.9	837,013	269,714	567,299	37.6	17,894			175,768	
Texas	6,031,220	3,638,000	7,114,265	5,982,792	694,201	872.7	2,911,390	344,517	2,866,130	170.8				21,472	
Utah	1,048,677	533,173	1,487,378	994,655	271,173	217.4	407,861	94,022	295,000	46.3				21,077	
Vermont	436,880	241,354	694,760	435,862	166,042	47.9	80,229		74,410	5.3				295	
Virginia	1,056,770	893,188	1,746,601	1,531,099	105,069	216.3	693,345	112,886	580,459	15.0	54,644			18,141	
Washington	1,080,675	776,603	1,376,084	1,080,675	201,589	102.1	913,590		591,750	22.7				1,264	
West Virginia	1,118,559	570,983	839,957	795,133	308,635	43.5	664,894	318,088	346,766	28.0				175,768	
Wisconsin	2,431,220	1,743,354	2,644,458	2,151,228	298,460	179.7	1,661,381	298,460	1,136,317	3.3				21,472	
Wyoming	1,125,332	571,922	1,200,239	1,047,467	135,376	156.8	450,373	75,284	374,548	115.2				2,690	
District of Columbia	972,024	792,791	1,160,963	971,729	189,234	10.4	393,065		393,065	2.5				135,097	
Hawaii	171,718	351,000	176,209	171,718		4.9								169,347	
TOTALS	93,147,363	56,043,462	98,913,307	81,877,442	11,995,937	10,024.3	48,603,158	9,859,427	36,564,187	3,734.3	513,088	4,440,894	393.0	897,406	5,039,424

PUBLICATIONS of the BUREAU OF PUBLIC ROADS

Any of the following publications may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D. C. As his office is not connected with the Department and as the Department does not sell publications, please send no remittance to the United States Department of Agriculture.

ANNUAL REPORTS

- Report of the Chief of the Bureau of Public Roads, 1924.
5 cents.
- Report of the Chief of the Bureau of Public Roads, 1927.
5 cents.
- Report of the Chief of the Bureau of Public Roads, 1928.
5 cents.
- Report of the Chief of the Bureau of Public Roads, 1929.
10 cents.
- Report of the Chief of the Bureau of Public Roads, 1931.
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- Report of the Chief of the Bureau of Public Roads, 1932.
10 cents.
- Report of the Chief of the Bureau of Public Roads, 1933.
- Report of the Chief of the Bureau of Public Roads, 1934.

DEPARTMENT BULLETINS

- No. 136D . . Highway Bonds. 20 cents.
- No. 347D . . Methods for the Determination of the Physical Properties of Road-Building Rock. 10 cents.
- No. 583D . . Reports on Experimental Convict Road Camp, Fulton County, Ga. 25 cents.
- No. 1279D . . Rural Highway Mileage, Income, and Expenditures, 1921 and 1922.

TECHNICAL BULLETINS

- No. 55T . . . Highway Bridge Surveys. 20 cents.
- No. 265T . . . Electrical Equipment on Movable Bridges.
35 cents.

MISCELLANEOUS CIRCULARS

- No. 62MC . . Standards Governing Plans, Specifications, Contract Forms, and Estimates for Federal-Aid Highway Projects. 5 cents.

MISCELLANEOUS PUBLICATIONS

- No. 76MP . . The results of Physical Tests of Road-Building Rock. 25 cents.
- Federal Legislation and Regulations Relating to Highway Construction. 10 cents.
- Supplement No. 1 to Federal Legislation and Regulations Relating to Highway Construction.
- No. 191 . . . Roadside Improvement. 10 cents.
- The Taxation of Motor Vehicles in 1932. 35 cents.

REPRINT FROM PUBLIC ROADS

- Reports on Subgrade Soil Studies. 40 cents.
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Single copies of the following publications may be obtained from the Bureau of Public Roads upon request. They cannot be purchased from the Superintendent of Documents.

SEPARATE REPRINT FROM THE YEARBOOK

- No. 1036Y . . Road Work on Farm Outlets Needs Skill and Right Equipment.

TRANSPORTATION SURVEY REPORTS

- Report of a Survey of Transportation on the State Highway System of Ohio (1927).
- Report of a Survey of Transportation on the State Highways of Vermont (1927).
- Report of a Survey of Transportation on the State Highways of New Hampshire (1927).
- Report of a Plan of Highway Improvement in the Regional Area of Cleveland, Ohio (1928).
- Report of a Survey of Transportation on the State Highways of Pennsylvania (1928).
- Report of a Survey of Traffic on the Federal-Aid Highway Systems of Eleven Western States (1930).
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A complete list of the publications of the Bureau of Public Roads, classified according to subject and including the more important articles in PUBLIC ROADS, may be obtained upon request addressed to the U. S. Bureau of Public Roads, Willard Building, Washington, D. C.

CURRENT STATUS OF UNITED STATES PUBLIC WORKS ROAD CONSTRUCTION

AS PROVIDED BY SECTION 204 OF THE NATIONAL INDUSTRIAL RECOVERY ACT (1934 FUNDS) AND BY THE ACT OF JUNE 18, 1934 (1934 FUNDS)

SUMMARY OF CLASSES 1, 2, AND 3.

AS OF JULY 31, 1935

STATE	APPORTIONMENTS		COMPLETED			UNDER CONSTRUCTION			APPROVED FOR CONSTRUCTION			BALANCE OF FUNDS AVAILABLE FOR NEW PROJECTS		
	Sec. 204 of the Act of (1934 Fund)	Act of (1933 Fund)	Total Cost	1934 Public Works Funds	1935 Public Works Funds	Estimated Total Cost	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds	Mileage	1934 Public Works Funds	1935 Public Works Funds
Alabama	\$ 8,370,133	\$ 4,259,842	\$ 10,544,744	\$ 4,135,888	\$ 455,986	\$ 7,565,109	\$ 1,110,985	\$ 2,322,031	185.9	\$ 49,951	\$ 447,178	25.4	\$ 73,309	\$ 1,034,647
Arizona	5,211,960	2,641,935	6,801,137	4,983,509	1,006,892	4,665.5	1,874,076	1,496,161	78.5	15,039	39,090	39.1	33,459	138,892
Arkansas	6,744,335	3,428,045	7,113,454	5,417,547	965,678	4,091.1	2,823,653	1,503,655	153.6	140,639	770,983	39.1	39,159	188,433
California	15,607,394	7,832,206	20,609,040	14,793,308	1,672,798	616.3	7,677,909	802,964	120.0	1,363,651	1,363,651	37.7	10,482	336,709
Colorado	6,874,570	3,486,006	10,014,539	6,637,716	2,615,817	575.4	1,187,154	198,405	70.5	38,409	134,613	1.3	33,357	377,877
Connecticut	2,669,740	1,454,368	2,671,380	2,157,072	22,251	46.0	1,593,894	295,068	23.2	134,613	134,613	1.3	38,409	377,877
Delaware	1,819,088	921,395	2,207,097	1,694,418	576,536	110.8	431,426	200,847	18.5	578	378,683	7.8	167	146,013
Florida	5,231,834	2,651,345	6,903,823	5,074,897	705,946	235.5	1,531,213	69,148	72.7	23,968	217,482	5.0	64,121	150,298
Georgia	10,091,195	5,113,491	9,067,538	7,800,194	971,664	539.0	3,628,865	1,819,406	178.9	6,394	1,793,148	5.0	464,891	2,221,950
Idaho	4,486,249	2,277,486	4,273,123	4,273,123	788,715	423.4	1,119,277	131,759	67.2	50,260	36,670	3.3	81,367	497,811
Illinois	17,570,770	8,821,401	12,809,564	12,173,189	245,922	311.8	11,898,669	5,304,498	364.3	1,270,898	1,270,898	11.0	42,823	890,450
Indiana	10,031,843	5,088,963	8,500,128	8,027,933	157,054	243.3	5,678,097	3,985,895	228.8	286,066	566,302	18.4	125,350	397,732
Iowa	10,951,600	5,118,361	10,560,866	9,374,137	328,895	89.2	4,966,043	676,117	377.2	92,447	167,600	8.7	746	516,865
Kansas	10,792,600	5,118,361	10,560,866	9,374,137	328,895	89.2	4,966,043	676,117	377.2	92,447	167,600	8.7	746	516,865
Kentucky	7,311,359	3,818,311	7,639,339	6,651,329	543,581	580.4	3,659,737	753,296	244.6	30,000	193,221	7.3	106,735	366,639
Louisiana	5,822,591	2,963,932	5,011,374	4,279,444	342,291	192.3	3,430,921	1,895,906	80.9	192,479	333,452	13.4	15,747	392,282
Maine	3,569,947	1,711,566	4,161,421	3,256,241	756,964	173.5	892,890	784,708	18.2	9,800	158,253	2.8	19,170	11,661
Maryland	3,564,527	1,810,098	2,280,231	2,040,690	183,820	90.8	2,481,446	1,179,136	35.5	9,800	222,970	6.3	334,901	914,478
Massachusetts	6,197,100	3,350,474	4,200,967	3,680,889	98,359	67.6	4,694,815	2,989,059	44.0	19,400	313,670	4.6	47,152	1,289,487
Michigan	12,736,227	6,452,868	12,338,753	11,978,771	380,200	490.3	6,756,794	3,350,687	247.9	64,220	487,625	24.5	116,450	647,930
Minnesota	10,696,569	5,429,551	12,721,560	9,978,333	2,196,603	1,394.2	2,997,995	880,181	216.3	64,220	308,065	40.7	133,850	497,135
Mississippi	6,978,675	3,640,227	8,078,785	4,964,483	820,235	473.0	1,809,872	1,809,872	208.1	60,531	776,651	49.3	143,788	460,866
Missouri	12,180,306	6,173,740	11,570,962	10,971,170	669,581	943.8	3,682,707	1,604,956	450.1	245,970	1,666,261	60.1	232,230	714,748
Montana	7,459,748	3,769,734	9,998,341	7,102,183	2,389,133	897.5	1,504,064	68,540	96.6	147,641	203,306	29.9	121,384	58,788
Nebraska	7,822,961	3,964,364	10,124,912	7,762,697	1,263,400	853.6	4,694,815	2,989,059	159.7	52,327	112,936	17.0	44,620	198,502
Nevada	4,945,917	2,302,356	5,569,952	4,253,223	1,208,851	532.7	1,053,897	216,818	175.3	13,044	224,197	4.4	23,249	62,479
New Hampshire	1,909,839	969,462	2,394,103	1,809,280	449,896	62.7	504,101	29,000	14.5	13,044	468,508	.4	58,151	51,098
New Jersey	6,316,032	3,230,379	5,383,742	4,891,660	138,352	61.4	3,194,136	1,295,764	23.1	12,633	813,030	2.1	158,615	797,465
New Mexico	5,792,372	2,847,182	7,462,122	6,657,372	1,596,146	672.9	3,029,976	1,047,931	99.9	74,732	185,963	1.1	77,794	108,232
New York	25,330,101	11,927,921	24,139,758	19,346,346	1,415,472	402.1	15,212,881	2,534,309	413.3	74,732	238,050	7.7	400,120	644,061
North Carolina	9,522,293	4,840,941	10,828,732	7,997,214	1,746,315	1,061.5	3,006,699	927,348	242.4	182,655	948,144	32.8	445,077	591,061
North Dakota	5,604,448	2,938,967	5,946,728	4,644,581	1,463,513	191.2	3,951,115	1,463,513	243.2	331,561	651,058	191.7	92,493	1,369,996
Ohio	15,464,542	7,865,012	17,011,942	15,226,171	856,625	509.5	6,284,657	3,704,663	165.4	107,800	107,800	6.5	87,958	1,514,871
Oklahoma	9,416,798	4,665,180	9,755,336	8,414,407	997,677	653.1	4,085,897	792,103	135.5	6,016	296,965	14.0	4,272	570,229
Pennsylvania	6,106,896	3,097,614	7,318,229	5,816,229	877,871	381.6	2,534,336	188,715	83.7	2,118	400,000	7.2	101,144	656,572
Pennsylvania	18,991,004	9,590,788	19,883,391	18,949,389	2,193,200	777.7	8,295,684	1,777,965	281.2	2,118	400,000	7.2	101,144	656,572
Rhode Island	2,170,974	1,104,344	2,142,122	1,936,372	1,415,472	402.1	1,415,472	1,415,472	402.1	1,415,472	1,415,472	402.1	1,415,472	1,415,472
South Carolina	5,459,165	2,730,574	5,080,044	4,646,048	365,678	391.7	2,462,517	79,740	16.9	27,225	36,815	2.1	60,634	158,865
South Dakota	6,011,479	3,047,643	6,206,513	5,046,355	668,338	1,103.5	2,100,519	678,409	361.5	40,456	362,719	40.4	246,258	643,602
Tennessee	8,482,619	4,302,991	9,440,710	7,695,903	1,007,766	378.9	3,041,605	647,892	98.5	20,090	420,530	7.8	131,734	577,385
Texas	24,344,064	12,591,253	26,579,948	22,265,989	2,413,912	1,668.4	9,248,040	994,287	530.3	52,140	1,443,107	66.7	271,668	827,030
Utah	1,494,708	732,651	2,469,792	3,926,218	946,763	512.9	1,538,328	260,153	88.7	17,000	17,000	1.1	8,337	136,517
Vermont	1,467,174	948,007	2,467,174	2,008,008	387,141	116.6	573,768	26,801	23.1	4,042	43,110	9.0	29,821	7,236
Virginia	7,415,767	3,765,387	7,036,158	6,644,630	1,090,683	493.4	2,804,093	558,166	142.9	161,955	507,740	27.9	52,140	195,864
Washington	6,115,857	3,106,412	7,036,158	5,852,132	1,287,179	233.5	2,214,757	281,291	142.9	161,955	137,968	27.9	1,845	35,878
West Virginia	4,474,234	2,280,335	4,249,980	3,738,906	367,201	148.5	1,655,705	671,325	49.5	56,511	142,961	7.9	7,492	766,192
Wisconsin	9,724,881	4,944,837	10,718,068	9,952,904	1,184,352	480.6	3,197,931	562,973	133.1	82,664	408,530	7.6	57,250	169,697
Wyoming	4,901,587	2,287,712	5,125,126	4,123,788	817,355	719.2	1,907,898	363,913	312.1	82,664	84,135	5.2	13,566	69,061
District of Columbia	1,918,469	971,842	2,038,295	1,668,009	370,286	16.9	643,229	290,164	2.7	20,973	75,395	6.0	295	135,097
Hawaii	1,471,062	949,178	1,007,238	704,442	24,242	24.2	1,430,997	1,126,855	20.8	20,973	345,645	6.0	18,793	504,709
TOTALS	394,000,000	200,000,000	464,195,312	345,064,988	45,439,500	26,004.8	170,845,754	41,523,397	7,880.9	2,516,501	17,531,538	876.3	4,895,014	22,813,021

